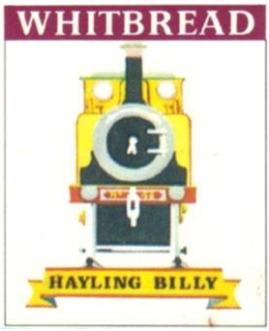
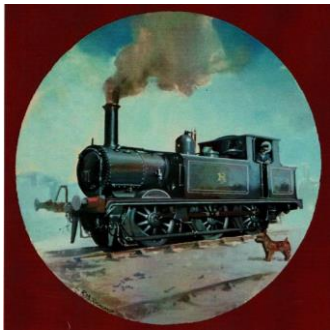
A History of the Hayling Island Branch Line

Compiled by Ralph Cousins

Between 1966 and 1979 ‘Terrier’ No 46, *Newington*, in its original ‘Stroudley green’ livery, was a static exhibit at the Hayling Billy public house.

Hayling Light Railway





Poster advertising Hayling Island and the Hayling Billy public house signs.

The original Hayling Island station sign at the Hayling Light Railway.

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Havant Borough History Booklet H23

Every effort has been made to obtain necessary permissions for all material used in this booklet and to give proper credit. I apologize for any errors or omissions and would be grateful to be advised if any are found.

Thanks are due to Alan Bell, Peter Drury, Richard Barton, Betty Marshall, Ann Griffiths and many others who have contributed to towards this booklet either by articles or giving permission for the use of their material.

Also to British Rail Magazine/Phil Parker for permission to use material in their January 2023 magazine.

Ralph Cousins
ralph.cousins@btinternet.com
023 9248 4024

August 2025

The London Brighton & South Coast Railway Crest

The Common Seal of the Hayling Railway Company

Francis Fuller, 1807-1887, a Land Surveyor and Estate Agent by profession, who recognised Hayling Island's potential as a resort while on holiday here.

The Hayling Island Branch Line

Ralph Cousins

Ralph Cousins watching the ‘Terriers’ from an early age.

I was born in Waterloo Road on 18 June 1937, the 122nd anniversary of the Battle of Waterloo, just a few metres from the ‘Hayling Billy’ line.

My first sights and smells must have been of the ‘Terriers’ going backwards and forwards at the end of my garden. As soon as I was able I was allowed to perch precariously at the top of a pair of rickety steps to watch for hours the whole panoply of railway activity at Havant.

In this booklet I have put together as many photographs as I have from my own collection together with those generously supplied by others.

I am most grateful to Richard Barton for his contribution of articles and technical advice and to Peter Drury for his help and permission to use material from his website: haylingbillyheritage.org

My thanks also go to Richard Brown for his editing skills.

Ralph Cousins

August 2025

THE

HAYLING RAILWAYS COMPANY

Incorporated by act of parliament 23rd and 24th Vic., c, 166,

Capital £50,000, in 5,000 shares of £10 each.

Deposit on application £1 *per share, and on allotment* £2 *per share*

PROSPECTUS

THIS Company is formed for the purpose of affording increased facilities of direct communication between the metropolis and the Isle of Wight, and of aiding the development of Hayling Island, one of the most agreeable sea-bathing places on the South Coast, and to utilize Langstone Harbour, the capabilities of which for mercantile purposes have been long admitted, whilst its national importance has been recognised by many of the principal admiralty and public authorities. Amongst others, by the late Admiral Sir George Cockburn, Viscount Fitzhardinge, Sir John Pakington, Lord Moncke, and Sir Baldwin Walker.

The Company's Act empowers the Directors to construct a railway from Havant, at the Junction of the Brighton and of the South-Western Direct Portsmouth Railways, to the mouth of Langston Harbour, and to purchase sufficient land adjoining the Railway for the construction of Docks, Wharfs, or any other accommodation which may be required.

The present traffic at Langston Quay is very considerable, and notwithstanding the disadvantage of Cartage from this Quay to the Havant Railway Station, a trade in coal and goods alone is now carried on at Langston Quay exceeding 7,000 tons per annum; Langston Quay being, in fact, the nearest communication with the sea, for a large district of the Brighton and South-Western Systems, comprising the towns of Havant, Chichester, Botley, Waltham, Petersfield, Midhurst, Alsford. Haslemere, Alton, Petworth, Arundel, Godalming, and about one hundred and twenty small towns and villages.

The proposed Railway must immediately increase and develop the existing traffic, and there can be no doubt that all, or nearly all, the coal trade

at present brought into Portsmouth Harbour, will eventually be transferred to Langston Harbour, inasmuch as there is at Portsmouth no convenience between the ship unloading cargo and the "Railway on which is to be carried, and a large portion of the coal and other traffic, now carried on the Direct Portsmouth Railway, is, in fact, brought from Southampton.

Under these circumstances, and with the prospect of a very large amount of traffic in Langston Harbour, and the development of a first-class watering-place in Hayling Island, within a short ride of London, and in immediate communication with the Isle of Wight and Brighton and South-Western Systems, the proposed undertaking is strongly recommended to the Public as promising a large return upon the capital *expended*.

The Directors have made arrangements with a substantial contractor, which will secure the opening of the line for traffic in twelve months, and at a cost within the amount authorized to be raised by the Company's Act.

The owner of two-thirds of the land necessary to be taken for the Line has agreed to accept two hundred paid-up shares in payment; and the parliamentary expenses, including the preliminary survey, plans, engineers' and solicitors' charges, up to the publication of the prospectus, will be defrayed by two hundred paid-up shares.

Applications for Shares must be made in the form annexed, accompanied by a banker's draft or cheque upon a banker for the deposit of £1 per share.

Prospectuses and Forms of Applications for Shares may be obtained at the Offices of the Company, also of the Solicitor and Broker of the Company.

The Origins of the Hayling Island Branch Line

Peter Drury

Introduction

The Manor House, Hayling Island

In 1825, William Padwick purchased the Manor House from the Duke of Norfolk and with it the title Lord of the Manor. This was to mark the changes that would soon take place and would change the character of the island.

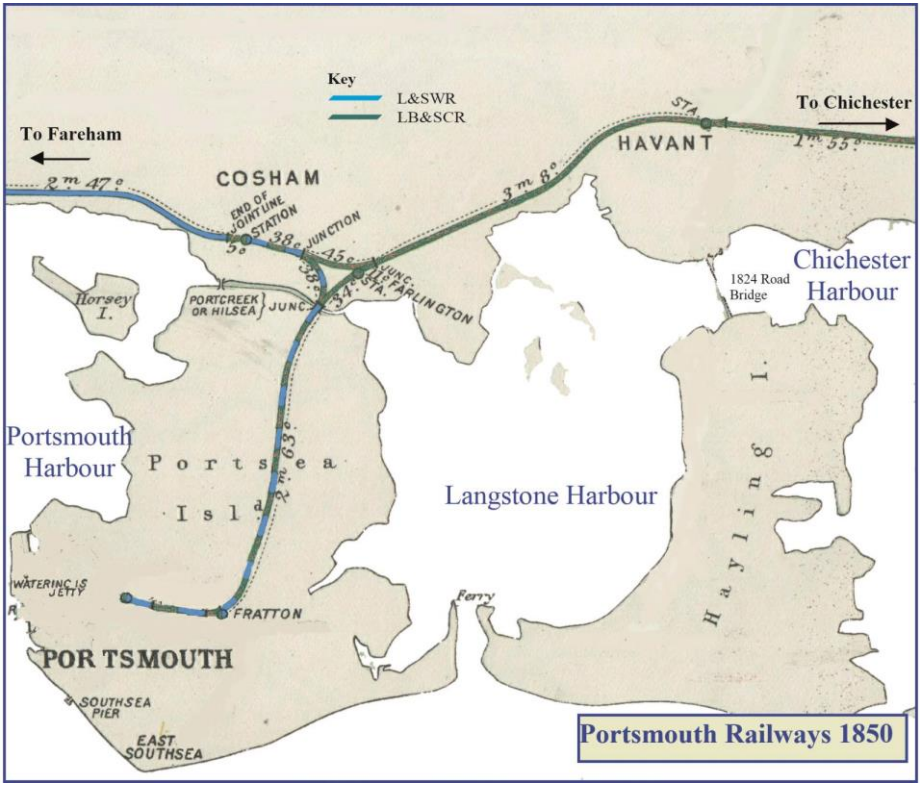
Padwick had an ambition to enclose mud lands in Langstone Harbour with an embankment, from the north west of Hayling to the ferry at the south western tip of Hayling Island. The purpose was to convert the reclaimed mud lands into farmland. His agents purchased the mud lands in readiness to execute the plan.

Local railways in 1850

The introduction of the railway at Havant presented two routes to London; east via the London Brighton and South Coast Railway (LB&SCR) to London Bridge or west via the London & South Western Railway (L&SWR) to Waterloo.

Although the railway routes were longer they provided a quicker and more comfortable way to travel to the capital than the turnpike road system that existed at the time.

This advantage extended to the movement of freight where large volumes could be sent at reduced cost and transit time, as compared with the canal of the Portsmouth and Arundel Navigation Company which took 2 days to navigate between Portsmouth and London. .

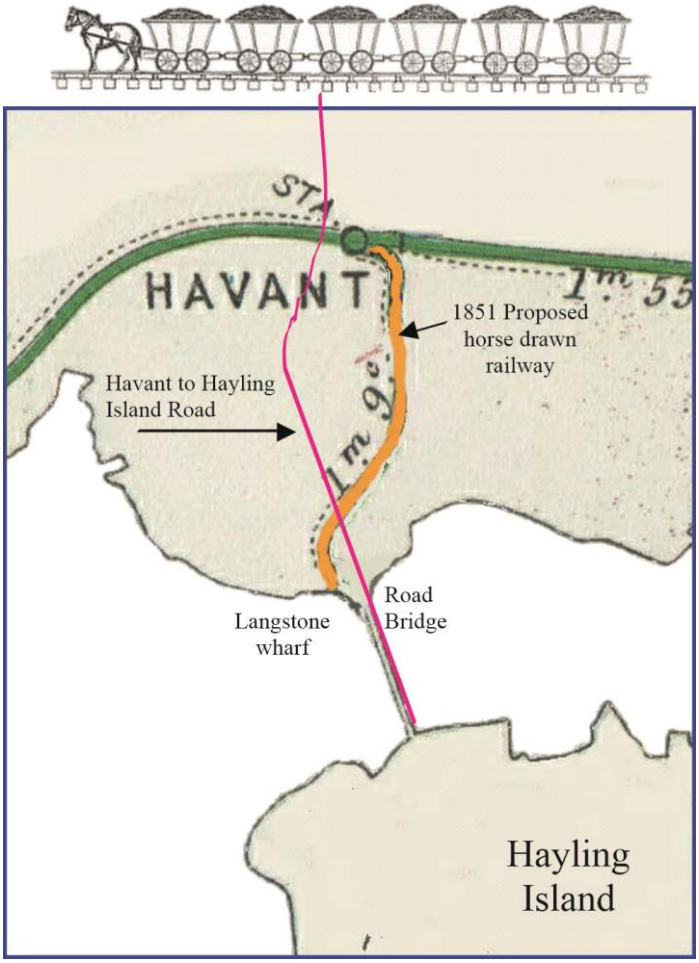


The railway in Portsmouth was prevented from breaching the defences surrounding the dockyard and hence the railway terminated at the present Portsmouth and Southsea station.

1851 Act of Parliament

Havant businessmen saw the opportunities arising from the railway connection and sought to build a short railway from the Havant to Langstone wharf which was to be developed to increase trade.

The Hayling Bridge and Causeway Co. was formed in 1851 and was authorised by Act of Parliament to create a short, horse drawn railway from the junction with the LB&SCR at Havant to Langstone Wharf.



Route of the horse-drawn railway.

Extract from *The Times* of May 1851:
Hayling Bridge Railway.

Mr Bernal reported from the committee on aspects of the funding of the branch line and stated that one shareholder "who may be considered as having a local interest in the line" had subscribed the sum of £3,187.

"The steepest gradient on the branch railway to connect the existing docks and wharfs with the LB&SCR is 1 in 110 and the smallest radius of a curve 5 chains, and as the proposed branch is not intended to be worked by locomotive steam engines such curve will not be unfavourable to the working of the railway. The length of the branch is 1 mile and 26 chains and it is intended to cross a turnpike road and a highway on the level but a clause has been inserted preventing the use of the line with carriages propelled by steam. The estimate of the cost to be incurred up to the time of the completion of the railway is £4,350. The committee are satisfied in an engineering point of view, with the proposed branch railway."

Construction of the horse-drawn railway did not proceed due to lack of funds and the 1851 Act was allowed to lapse.

1855 Langstone Harbour docks proposal

Railways, powered by steam engines, provided great opportunities to improve connections throughout Britain. However steam-powered ships introduced a new and deadly threat to our commercial trade at time of war, especially to ships having to sail through the narrow seas of the English Channel.

A paper was published in the 1855 *Naval Chronicle*, which made the case for developing a commercial port facility in Langstone Harbour, connected by a railway line from Havant to the proposed docks, near the Portsmouth to Hayling ferry. A following nautical map of the area was included in this paper.

At this time, the railway from Godalming to Havant was under construction by The Portsmouth Company which would provide a much shorter route to London.

The paper points out that the mud lands have been already been secured and would be available to any Company wishing to build the facilities.

The plan proposed that the new Langstone Docks was to be considered a satellite of the Port of London. It was claimed that this would:-

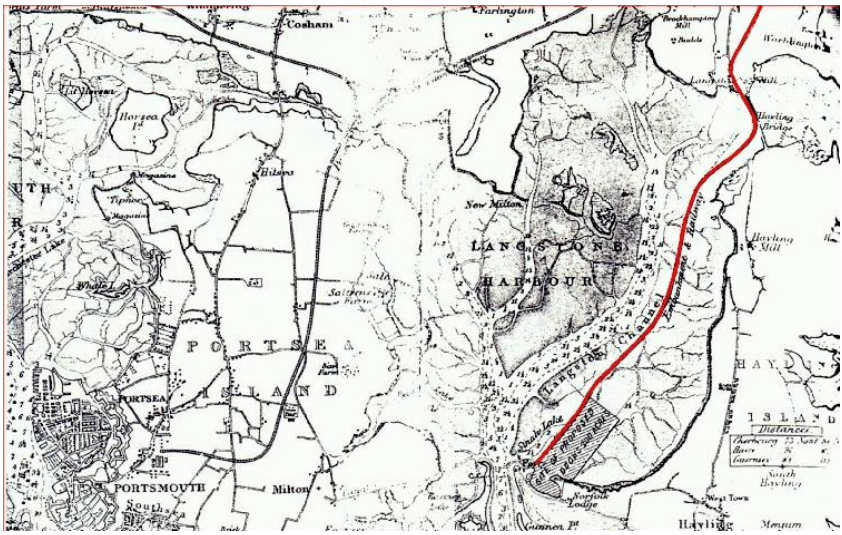
● Reduce shipping costs and losses arising from having to navigate to the Port of London.

● Protect merchant vessels and trade at time of war.

● Langstone Wharves would be developed to provide much needed facilities for bonding merchandise for re-export.

● Dry docks would be built to effect repairs to merchant vessels (the nearest facilities for this were at Southampton).

● Increase the prosperity of Portsmouth.



The Political scene, late 1850s to 1870

In the late 1850s, following the 1815 British victory at Waterloo, confidence in our ability to trade freely around the world was badly shaken. France once more posed a threat under Napoleon III with her renewed territorial ambitions. Shipping through the English Channel, to reach the Port of London, was once more considered to be exposed to the threat of attack from the French Navy and fears of invasion were prevalent. A Royal Commission, in 1859, led to a major programme of strengthening defences at Britain's main dockyards, sea shores and landward approaches to the dockyards. The Portsdown Hill forts are a lasting reminder of these times.

Fort Widley, now owned by Portsmouth City Council. Forts Purbrook, Nelson and Southwick are of similar design.

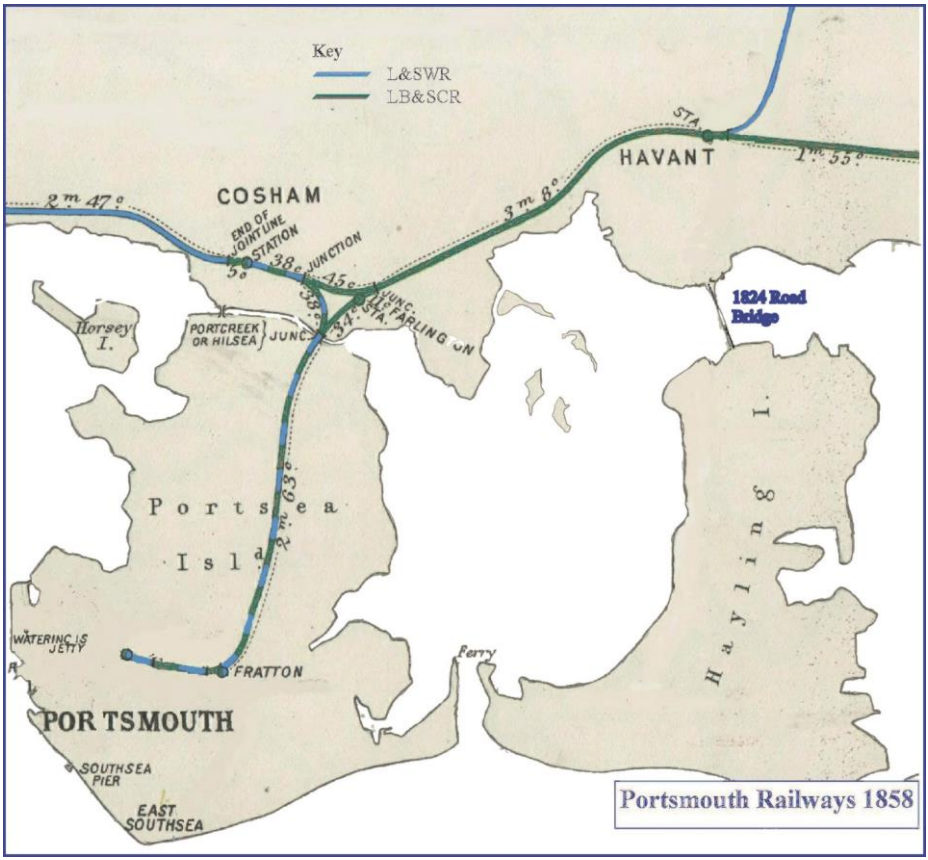
Fort Nelson, now one of the homes of the Royal Armouries.

The Arrival of the Portsmouth Direct Railway

In the winter of 1857/8, the Portsmouth Company's railway line between Godalming and Havant was connected to the LB&SCR at Havant. This then provided a much shorter route to London via Guildford. This route was taken over by the L&SWR in late 1858.

Incredibly, running rights over the LB&SCR to Portsmouth had not been agreed and led to the so-called 'Battle of Havant' which was not resolved until 1859. See Ralph Cousins' booklet *A Brief History of the Railway in Havant* for more details.

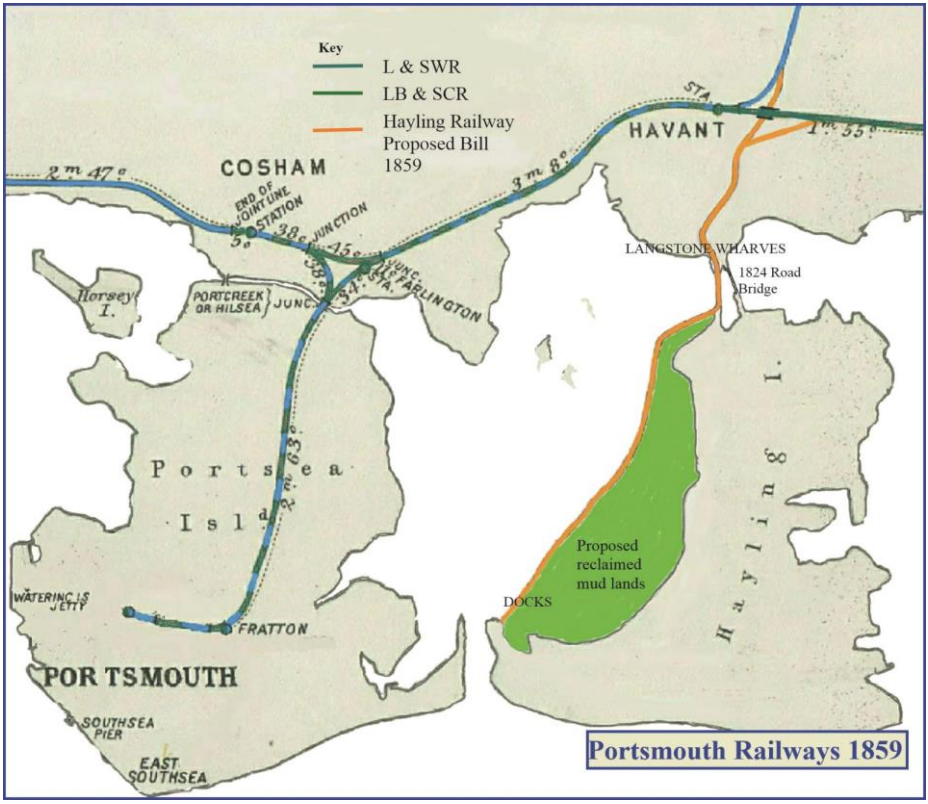
Apart from the railway lines in Portsmouth, this is the railway map that we recognise today.



1859 notice of intended Bill to Parliament

A notice was published in the 25 November 1859 *London Gazette* advising of the intention to bring a Bill before parliament to create merchant docks, connected by railway, as described in the 1855 proposal in the *Nautical Magazine*.

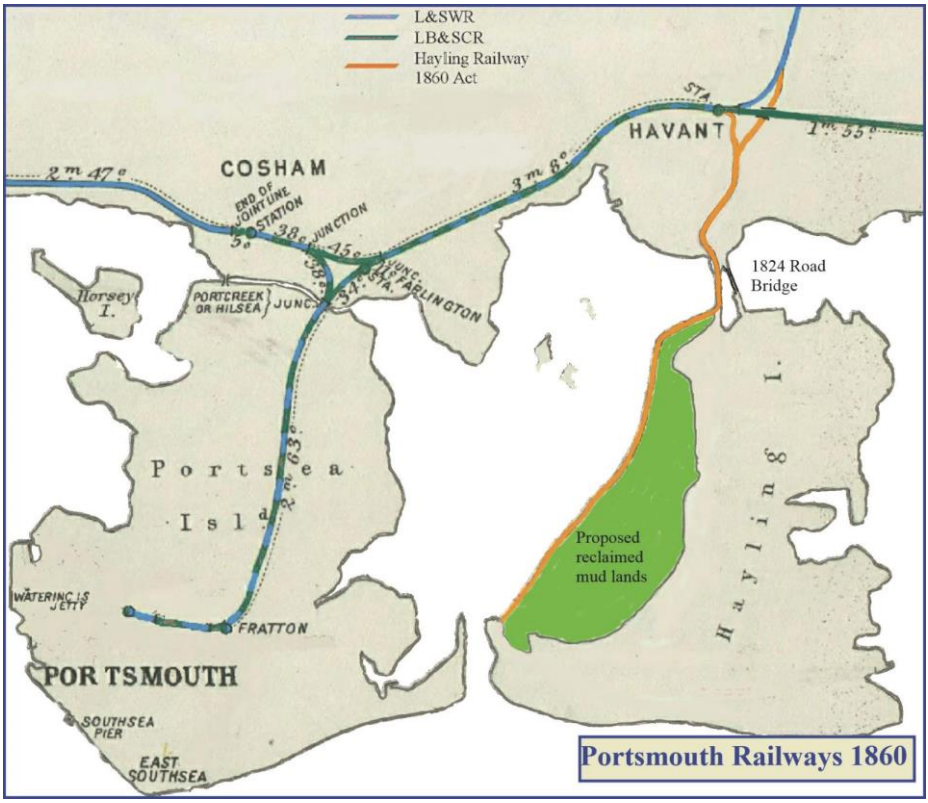
Direct connections with the L&SWR and LB&SCR were planned, north and east of Havant respectively, but not the link to Havant station.



This was to be a mainly goods railway.

Note: Joint running rights between Havant and Hilsea Junction were agreed in 1859 which brought to an end the 'Battle of Havant'.

1860 Act of Parliament

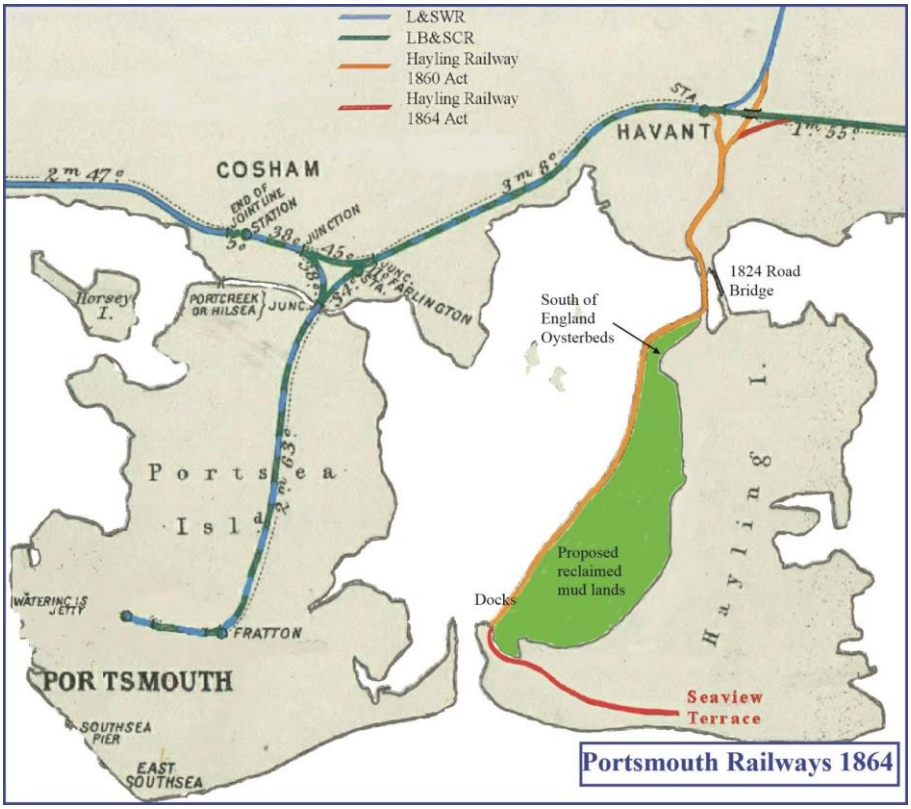


The Hayling Railway Company was formed and authorised by an 1860 Act of Parliament to build a railway connecting Havant with Hayling Island.

The plan which was authorised differed from the original Bill's submission in that the connection to the LB&SCR, east of Havant, was replaced by the 1851 proposal (but without the caveat that it would be horse drawn). In addition, the proposed docks near the ferry were not included. A prominent supporter of the Hayling Railway Company was Mr Robert Hume.

Construction of the railway, as defined in the 1860 Act, was slow and as it had not started by 1862 a notice was placed in the *London Gazette* of 26 November 1862 to abandon the railway and dissolve the Company. At last, work did commence in 1863 but recent experience that something more was needed to attract investors and the delays already incurred would need to be addressed.

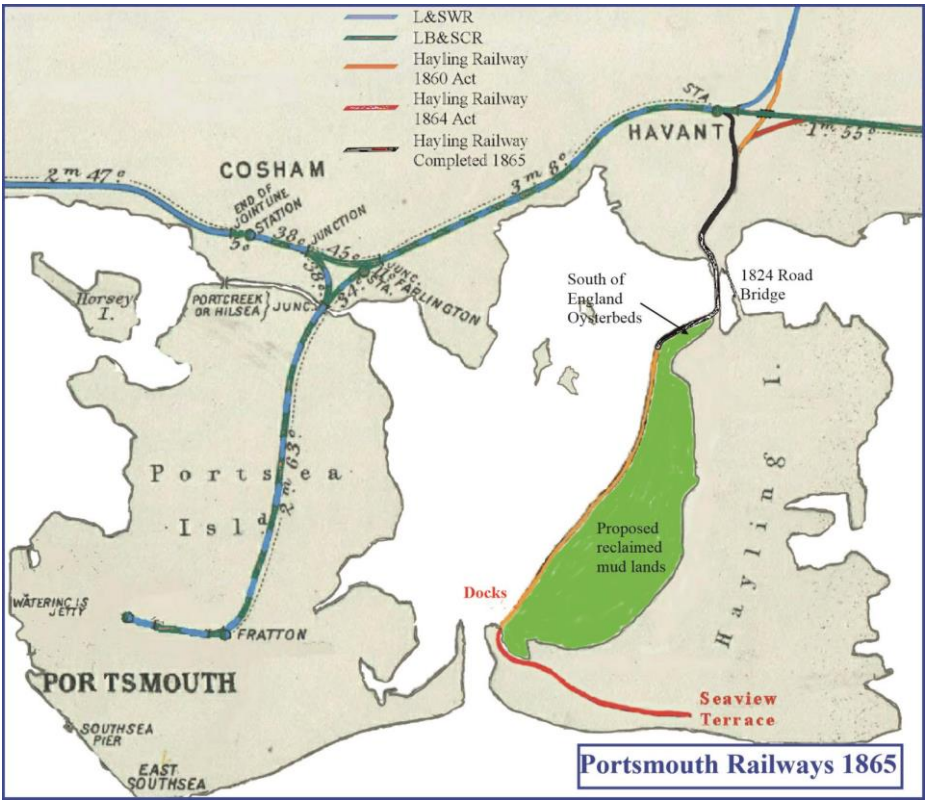
1864 Act of Parliament



The main points of this new Bill were to add a junction with the LB&SCR to the east of Havant, extend the railway to South Hayling, create a small dock at the ferry and extend the powers of the 1860 Act by two years. This was passed into law by an Act of Parliament dated 14 July 1864. The company had also sought to change its name but this was not authorised.

Note: Mr Robert Hume bought the mud lands in 1863 from the representatives of William Padwick and entered into an agreement to lease 300 acres to the South of England Oyster Company.

Construction Progress 1865

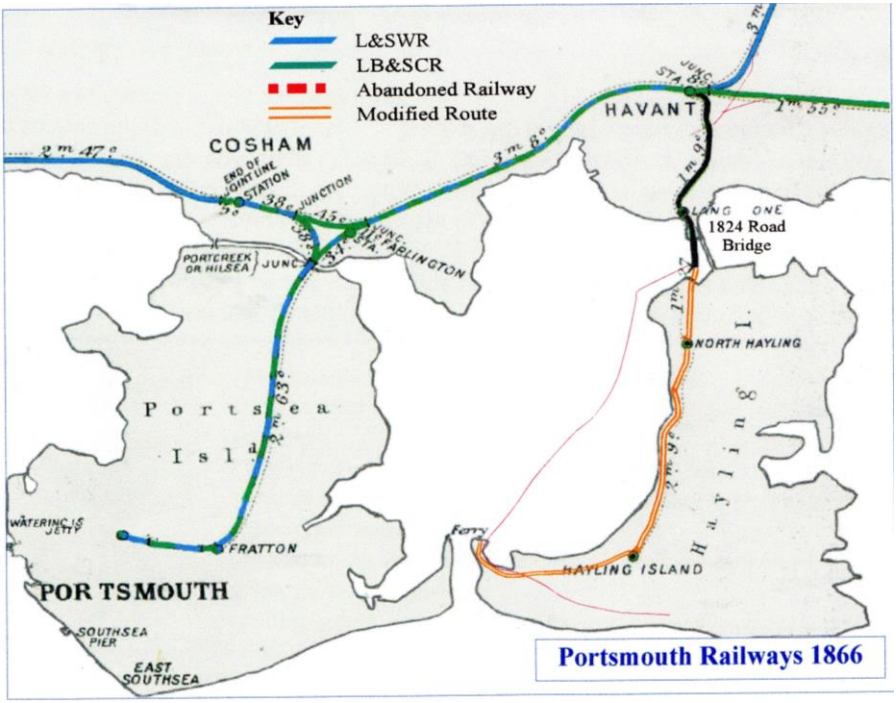


The railway was completed to Langstone wharf in 1864 and this section of the line was open to goods traffic in January 1865. Substantial imports of coal, building materials, timber, gravel and ballast were handled at the wharf.

The bridge was completed about 1865. There was great difficulty experienced in building the railway embankments off the west coast, unless properly consolidated they were washed away on the tides. Only 176 yards were satisfactorily completed by this time.

Work on the construction of the embankment ceased in 1865.

Here the story might have ended; a branch to Langstone Wharf and a bridge to nowhere.



Francis Fuller, 1807-1887, was a Land Surveyor and Estate Agent by profession. He had much experience in railway projects and had a knack for identifying worthy schemes.

He was for 25 years Surveyor to the London Brighton & South Coast Railway and at times acted as Surveyor to the Metropolitan Railway.

He was also a great enthusiast for horse racing and attended the Derby every year from 1821 to 1884 inclusive.

He visited Hayling Island on holiday and recognised its potential as a resort. He purchased building land and to add to the attractions on the island, had plans to construct a horse race track on South Hayling. Recognising that good transport links were required, he involved himself with the troubled railway. He had the potential routes surveyed and found that a route along the west coast of the island would be quicker to build than the current route on an embankment. He became a director of the Hayling Railway Company in 1866 and purchased the land required in readiness to bring a Bill to Parliament to abandon the embankment route and replace it with the new route. A notice, advising the intention of placing an application before Parliament to implement the above was published on 27 November 1866, in the *London Gazette*.

This Bill was objected to by the South Of England Oyster Company. They had taken out a lease from Mr Hume with a promise that Mr Hume would use his best endeavours to ensure that the Hayling Railway Company would be maintaining the embankment and providing a sluice. The latter had not been provided and this Bill would totally abandon the embankment.

Much negotiating took place whilst the Bill passed through Parliament. See article *The Hayling Railway Company and The Oyster Company* by Ron Lamont on the Hayling Billy 50 website.

Rather than wait for the dispute to be fully resolved and without an authorised Act of Parliament, Frederick Furniss was tasked with completing the railway along the proposed route. The line was swiftly completed to South Hayling Station The first train carrying passengers traversed the line on 28th June 1867. This was a private train, run to convey Frederick Furniss (the Contractor), Francis Fuller and friends. Public usage had to wait until authorised by the Railway Inspector from the Board of Trade.

The first Board of Trade inspection took place 4 July 1867. The inspector found it puzzling that the line was being offered for inspection when the first section was already authorised for operation and the southern section was still before Parliament as a bill seeking deviation from the original route.

The inspection revealed, amongst other things, the following problems:- Havant – Langstone section, signalling, track and track layout problems were identified. The level crossing at Langstone was also found to be unauthorised. Alterations had been made to the bridge without submitting these changes to the Board of Trade. Incomplete fencing, damaged rails and some rotten sleepers were found on the southern section. Needless to say the line failed the Inspection.

The outstanding Act of Parliament was approved on 12 August 1867.

The inspector returned on 15 August and found that considerable work had been done to correct some of the issues raised. This was sufficient for him to allow the line to open although he recommended a speed limit of 20 mph. The level crossing was never authorised and this remained the case until the line closed in 1963.

The Hayling Railway Company remained independent until 1923 when it was absorbed into the Southern Railway.

The Hayling Island Branch Line from 1867 to 1963

Introduction

Richard Barton

The Hayling branch opened for goods traffic as far as Langstone quay on 19 January 1865. Beyond Langstone Bridge it had been decided to build the line on an embankment across the mudflats to the west of the Island, to avoid the expense of land purchase. Work was halted when tides washed away parts of the embankment but Frances Fuller came to the rescue. He saw the potential of Hayling Island as a holiday resort, purchased the necessary land close to the western shore and the first train conveying VIPs reached South Hayling station on 28 June 1867. After the branch was officially opened the following month, the branch was operated by the contractor, Frederick Furniss, until the end of 1871.

The train service was run on a 'shoe string', with a contractor's locomotive, hired carriages and a staff of only two. It was reported that Furniss was losing money on the service and it was no surprise when the London Brighton & South Coast Railway took over the running of services from 1 January 1872, though the Hayling Railway Company remained nominally independent until November 1922 when it was taken over by the LB&SCR, which became part of the Southern Railway in 1923.

Hayling Island in 1867 was a very different place from the bustling communities of today. The first bridge giving access to the Island had only opened some 40 years previously and the small population consisted of scattered hamlets, the main occupations being farming and fishing. In addition the terminus was situated away from the main villages and some 800 yards (732 metres) short of the sea shore and two miles from the ferry to Southsea. Extensions to the branch, which might have brought greater prosperity, never materialised. The Steamship *Carrier* goods service to the Isle of Wight was short lived and by 1890 the wharves at Langston had silted up and commercial traffic all but ceased.

Until 1890 facilities at the terminus were rudimentary and consisted of one platform, a run round loop, one goods siding and an engine shed. Under the LB&SCR train services increased in frequency and by the end of the century there were 10 trains each way on a weekday and seven on Sundays. Goods wagons for the Island were attached to the rear of passenger trains, termed 'mixed trains' in the timetable. The stations at Langston (the railway omitted the 'e' from May

1873) and North Hayling remained largely unaltered until closure but the terminus was extended in stages in the 1890s and by the end of 1900 boasted two platforms, with a generous canopy, a very large goods shed and three goods sidings. Hayling Island Station also remained largely unchanged in the 20th century, though that part of the canopy in front of the station building had to be demolished due to bomb damage.

The lack of direct access to the main line at Havant always restricted operations until Havant station was remodelled in the late 1930s but it was the severe weight restriction on Langston Bridge which was the most important factor. Initially the LB&SCR used three small tank engines *Hayling Island* and *Fratton* and briefly *Bognor*. Once these were withdrawn four LB&SCR 'A1' class 0-6-0T locomotives ('Terriers'), designed by William Stroudley, were sent to Fratton for the East Southsea and Hayling branches. They carried the names *Leadenhall, Wapping, Gipsyhill and Knowle*. The 'Terriers' were small tank engines, very powerful for their size and of very smart appearance. As some of the names suggested, they were designed for the lightly laid suburban lines of south London but many soon found their way on to rural branch lines. With one brief exception the 'Terriers' ran the service until closure. In the early 20th century they lost their names and the ornate Stroudley 'gamboge' livery, which gave way first to umber and later to Southern Railway green and finally British Railways lined black. Hayling Island was the last stronghold of the 'Terriers', which were some of the oldest locomotives still in service and they helped to give the branch its very special character and popularity.

Passenger trains in the Victorian and Edwardian periods were made up of four of five 4-wheeled coaches, the accommodation being Brake Third, 1st and 2nd Class Composite, Third and Passenger Brake Van, with an additional Third Class coach, as required. Push-pull motor trains were used in the winter months from 1907 to about 1912 but were not popular and it wasn't until the 1920s that bogie coaches appeared. Two bogie coaches were the norm but the terminus could handle five coaches at the busiest times.

Passenger traffic was always the mainstay of the branch and grew steadily during the 20th century, with one train running to and fro. The development of Hayling Island as a holiday resort and increased housing on the Island gathered pace in the 1920s and after the war it was not unusual for the branch to handle 7,000 passengers in one day. This required the use of two trains but, as there was no facility for trains to pass each other between Havant and the terminus, it required

very sharp work by the engine crew and all the staff, in order to avoid delays. After the first train had arrived at the terminus, the 'Terrier' ran round its train and moved the coaches to the bay platform. On the arrival of the second train, the first one departed and this was repeated throughout the day, giving a train every 30 minutes. The crossing keeper at Langston had the worst job: long traffic queues built up every time the gates were closed – closed with some difficulty.

The branch lost some of its importance with the growth of road traffic, particularly after a new road bridge was opened in 1956. The Hayling branch was still making an operating profit in the early 1960s but the rolling stock was ageing and it was estimated that £400,000 was required to rebuild Langston Bridge. A more important factor in retrospect may have been the major traffic disruption caused by the Langston level crossing. The original Act of Parliament had authorised a road bridge: the contractor economised by providing only a level crossing and oddly the Board of Trade inspector, prior to the line opening, noted the omission but did not insist on a bridge. Had he done so the Hayling Billy might still be operating, with a consequent reduction in the number of cars streaming on and off the island.

The last public train ran on 2 November 1963 after the railway had given a largely uneventful but very effective service to the local communities for four years short of a century, which is why the 'Hayling Billy' is so fondly remembered today.

Operation of the Havant to Hayling Island Line by the Staff or Staff and Ticket System

Alan Bell

Because the line between Havant and Hayling Island was a single track it was necessary to have a system in operation to ensure that two trains could not be on the line together. This was achieved by the either the staff or staff and ticket arrangement.

The following is an extract from Regulations for Train Signalling:

Object of the system:

> A train staff, or train staff ticket indicating that the train staff will follow, must be carried with each train, and no train must be permitted to leave any staff station with a train staff ticket, unless the train staff is then at the station.

When a train has more than one engine in front, or is assisted by an engine at the rear, or when two engines are coupled together and such train or engines have to carry the train staff, each engine except the rearmost, must carry a ticket and the rearmost engine the train staff. In cases where the train is to be followed by another train the rearmost of the first train, as well as the leading engine or engines of the first train must carry a ticket. In such cases where the driver or fireman is handed a ticket, the driver must be shown the train staff.

On arriving at the station [Havant or Hayling] to which the staff or ticket refers, such train staff or ticket must immediately be given up to the person in charge of the train staff working.

The driver must not take the train staff or ticket beyond the train staff station.

Custody of Train Staff or Ticket.

The train staff when at the station must be kept in the place provided for it.

The tickets must be kept in the proper ticket box. Only one ticket must be taken from the ticket box at a time except when a train is worked by more than one engine or two or more engines are coupled together. The box must be locked after ticket(s) taken out and not again opened until it is necessary to obtain another ticket for a following train. The boxes cannot be opened without the staff or the staff removed without closing the box.

Procedure on the Havant to Hayling branch line.

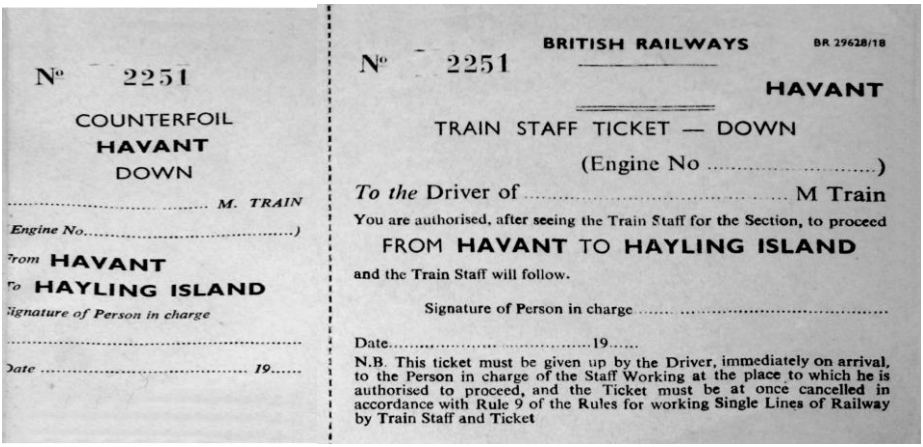
In practice with one engine working the driver or fireman would collect the staff from the signal box at Havant or from a porter or inspector and it would remain on the engine until the duty finished at Havant when it would be returned directly to the signal box or passed directly or indirectly to the next duty engine.

When a half hour service ran, say on a Sunday, the driver of the first train would have a ticket and would see the staff. When the train reached Hayling the ticket would be taken by the signalman and cancelled. The train would be shunted in to the bay platform. The driver of the second train would have the staff and when the train reached Hayling the signalman would endeavour to catch it and pass it to the driver of the first train for return to Havant, The second train then shunted in to the bay road.

From then on no tickets would be needed until the evening when two trains would leave Hayling, and a ticket would be required to Havant, leaving one

engine and set of coaches for the evening train service. As no driver could leave (unless with a death wish) without a ticket or staff the system worked perfectly.

A book of train staff tickets and the 'proper ticket box' with the train staff inserted so that it can be opened. *The Spring Arts and Heritage Centre, Havant*


Nº 2251
COUNTERFOIL
HAVANT
DOWN
M. TRAIN
Engine No.....)
From HAVANT
To HAYLING ISLAND
Signature of Person in charge
Date ..... 19.....
BRITISH RAILWAYS
BR 29628/18
Nº 2251
HAVANT
TRAIN STAFF TICKET — DOWN
(Engine No .....)
To the Driver of ..... M Train
You are authorised, after seeing the Train Staff for the Section, to proceed
FROM HAVANT TO HAYLING ISLAND
and the Train Staff will follow.
Signature of Person in charge .....
Date.....19.....
N.B. This ticket must be given up by the Driver, immediately on arrival, to the Person in charge of the Staff Working at the place to which he is authorised to proceed, and the Ticket must be at once cancelled in accordance with Rule 9 of the Rules for working Single Lines of Railway by Train Staff and Ticket

Train Staff Ticket – Down

LB&SCR ‘A1X’ class 0-6-0T No 655, formerly No 55, *Stepney*, runs round the branch train in the early 1920s. A spare set of four-wheel coaching stock stands in the back siding whilst an open wagon with tarpaulin sheet occupies the middle road. *Peter Paye*

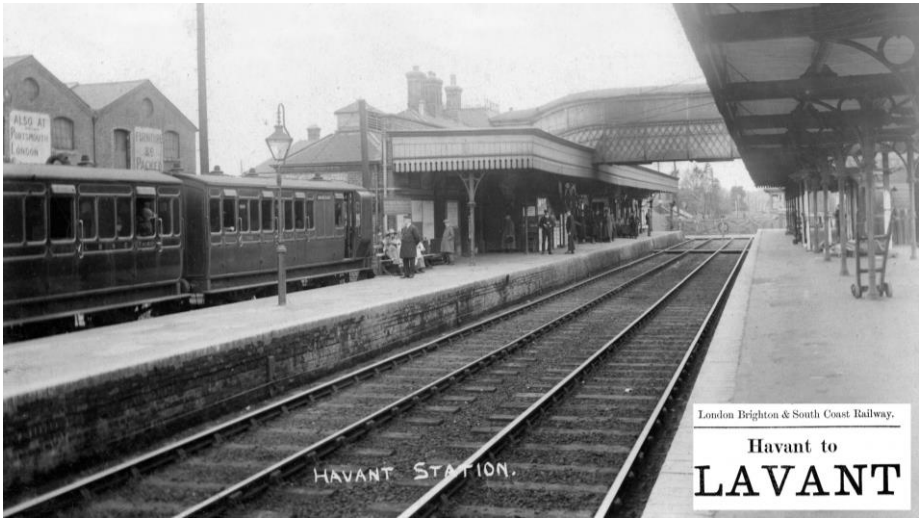
Circa 1910. The ‘LV’ (Last Vehicle) plate indicates to the signalman the train is intact. LB&SCR luggage label. *Alf Harris*

No 663, *Preston*, heads a motor-train whose headcode indicates it is a 'Day Special' between Portsmouth and Brighton. In January 1907 motor-train working was introduced between Havant and Hayling Island as a winter service only. The coach was known as a 'balloon coach'. Clearly this introduction was not popular as the following reports in the *Hampshire Telegraph* show:

5.1.1907 – *With the advent of the New Year a railway motor service has been inaugurated between Havant and Hayling. The motor service is similar to that running between Portsmouth and Chichester and will carry only one class of passengers. It is claimed that the service is to be improved but it may be pointed out that the most pressing need, that of a later train, is quite ignored.* One advantage of the motor train was that it could be operated from either end.

20.4.1907 – *At a meeting of the South Hayling Parish Council a lengthy discussion took place with regard to the present motor rail service between Havant and Hayling, which was described as the most retrograde movement ever undertaken for the island. If it continued it would have a disastrous effect on Hayling as a seaside resort, the chief objection being that nearly half the car was occupied by the smoking department, ladies and children having to go through it on entering and leaving the car, and that as the connection between the smoking room and the other half was being continually opened the whole of the car was little better than a smoker. There was not sufficient accommodation for luggage and on several occasions it had been placed down the centre of the car.*

In 1916 the use of the motor-train on the Hayling Branch was discontinued completely. Also the running of mixed trains found the push-pull method of operation an inconvenience.



Havant station circa 1915. The North Street level crossing is in the background and Hayling train Stroudley carriages are in the bay. LB&SCR luggage label. *Alf Harris*

A busy scene showing the pre-1937 access to the Hayling bay. *Roger Nash*

Description by Richard Barton

This photograph of Havant Station circa 1910-1912 is from the family collection of Roger Nash, whose grandfather, Samuel Walder, and great grandfather of the

same name, both worked for the LB&SCR. There are several well known photographs taken from the footbridge looking west, though this particular photograph has never been published before.

What is intriguing is the manoeuvre being carried out by the 'Terrier', as there is no known photograph of a goods or mixed train on the Hayling branch in the LB&SCR period. One immediate thought was that it was pushing wagons to the Langston wharf one mile away, or was returning them. Langston wharf, however, had silted up by 1890 and regular traffic ceased, though one siding was retained for engineers' use. The *Hampshire Telegraph* reported in 1913 that the LB&SCR has leased part of the wharf for the storage of sand and gravel: it is not known if these materials were transported by rail but the four wagons in the photograph would not have been suitable. There are three round ended Open A wagons and a fourth, which looks like an open A, which has lost its round end and tarpaulin rail.

Goods traffic to Hayling was almost exclusively conveyed by mixed trains throughout the life of the branch. It is probable that the 'Terrier' has detached the wagons and a brake van by the branch home signal, before arriving in the bay platform. The Terrier has run round the coaches and has collected the four wagons minus the brake van, as the latter cannot be seen through the signal box windows. It is about to propel the four empty wagons across the main line via the single slip in the foreground, to place them in the headshunt of the main goods yard. The branch train in the bay platform is obstructing the run round loop, so did the 'Terrier' push the brake van into the headshunt beside the signal box before departing with the passenger train?

A date of circa 1910-1912 has been suggested for other very similar photographs, possibly all taken on the same day, and the following points would seem to confirm the dating:

- the 'Terrier' has infilled coal rails, suggesting it may be in A1X condition, though it is still carrying a Stroudley chimney. If the 'Terrier' is No 678, formerly *Knowle* and frequently used on the branch, this was rebuilt in November 1911.
- three of the wagons are clearly lettered LB&SCR.
- the spare third class coach in the headshunt behind the signal box is in the two tone Marsh livery.
- the train in the Portsmouth platform is set No 149, which suggests a post 1907 date.
- D1 *Cuckfield* in the eastbound platform has its number 237 on the front buffer beam suggesting Marsh livery.

Gerry Nicholls of the Brighton Circle has confirmed that *Cuckfield* was photographed in the Horsted Keynes dump between 1905 and 1909 in Stroudley livery. Is this a Brighton bound train? If so, a plain disc should have been carried on the upper lamp iron in addition to that with a cross, assuming what C Hamilton Ellis stated in his book *The London, Brighton and South Coast Railway* was correct.

The Hayling branch had no direct access to the main line until the late 1930s and access involved reversal from the bay platform. The signalman watches the photographer.

There is a wealth of additional detail in this photograph. An additional spare coach is standing at the back of the second siding on the far left. In the main goods yard a locomotive is at the head of a rake of wagons in front of the goods shed. What is the purpose of the white post beside the man in the middle foreground? Could the small box attached to it be a shunting bell?

Further comments on the array of wagons visible and of the method of marshalling incoming and outgoing mixed trains on the branch would be most welcome.

No 32677 having arrived from Hayling Island is being uncoupled ready to move to take on water. *Alan Postlethwaite*

No 2644 was built in June 1877 and named *Fulham.* She was moved to Fratton for the Hayling service in 1933 but was demoted to shed pilot at Fratton in 1942. After a spell in store she was repainted in BR black and numbered 32644 in July 1948. She was then moved to the Kent and East Sussex in March 1949 but was withdrawn in April 1951. She is seen here taking water from the water-crane in its old position before the station was remodelled in 1937/8.

During World War Two the Southern Railway employed many female guards. Here we see Miss Molly Smith still at work in 1946. The driver is Percy Osborne with No 2659. *Alan Bell*

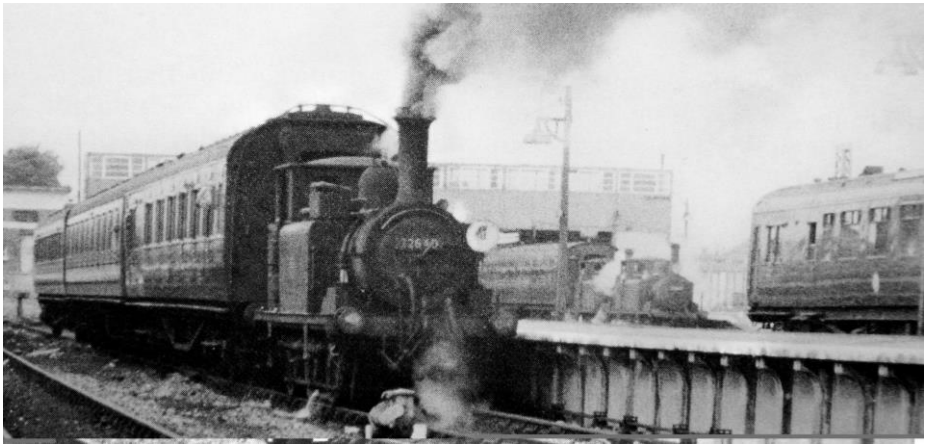
A superb view of the new track layout in the bay on 25 August 1962. Also in the picture is a truck in Leggett's siding at Reeves' builders' merchants warehouse, a 'Terrier' waiting for an incoming train, a 4-COR unit in the station and the old goods shed. Just behind the signal is the enamel 'Havant for Hayling Island' sign. *John Scrace*

On 23 June 1963, the 10.05 train has been hauled to Hayling by No 32670. After its departure Nos 32662 and 32650 arrive with empty stock from Fratton to form the 10.35. This will be pulled by No 32650 with No 32662 taking out the next train which will be brought back by No 32670. *Alan Bell*

A ‘Terrier’ moves over the points going towards the water tank. The author’s mother’s clean white sheets are about to be speckled with smuts. A regular occurrence on a Monday washing day. *Alan Bell*

No 32646 passes over the same set of points. This time the ‘long-johns’ of railway guard Ted Maton get the smut treatment. *Roger Nash*

The driver of No 32650 leans well out to collect the staff for single line working held up by the signalman on 15 August 1954. Normally the staff was retained on the engine when only one train was running but after the rules were tightened up had to be handed in and collected on each trip. *Alan Bell*



Sunday rush hour at Havant. No 32640 prepares to depart with the 10.05 to Hayling while Nos 32646 and 32650 wait for the 4-COR 'Nelson' sets to clear the main line on 22 July 1962. *David Fereday-Glenn*

No 32650 sits on the bay platform before its next trip to Hayling. It is now at the Spa Valley Railway, Tunbridge Wells. Single ticket Havant to Hayling Island; fare 8d. (3p). *Roger Gallienne*

No 32670 leaves for Hayling Island and is passed by electric stock from Brighton or Waterloo. Note the connections to the up and down main lines. *Alan Bell*

Gangers Ron Stilwell, David Lear and Jock Wright; no high-vis jackets in those days. Ron fills the scoop with ballast from the rail-borne basket; Dave has a shovel full ready to pack under the sleeper end; Jock lifts the track with a jack. A train waits to depart. *Alan Bell*

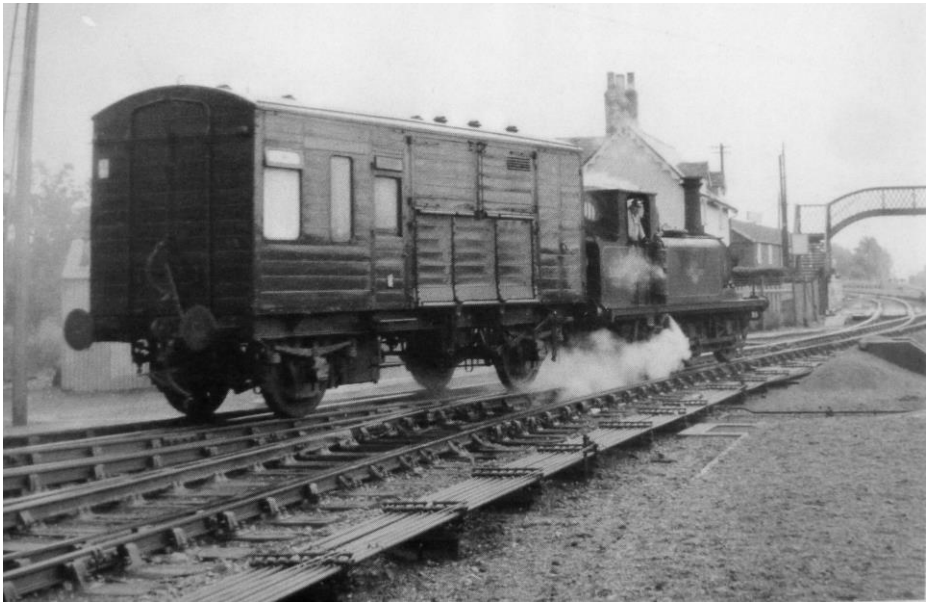
Having just been watered No 32678 runs round its train and holds up the New Lane traffic. It obviously has a good head of steam, at 150psi, as it is blowing off its safety valves. *Alan Bell*

Replica gates now stand in place of the originals. The now redundant Grade II Listed signal box has been replaced by the characterless ‘blue box’ Area Signalling Centre which can just been in the background. This itself will one day be replaced by a control centre at Basingstoke.

On the last day of passenger services No 32650 takes on water at the end of the line. This was the only water supply on the branch. The box on the right, bearing a cross, contained a telephone. From here the signalman was advised when to set the loop points so that the engine could run round its train.

RC Riley/The Transport Treasury

No 32650 prepares to depart on a journey on the last day. Note the spare carriage in the siding.



A horse box from Hayling is taken into the goods yard. *Alan Bell*

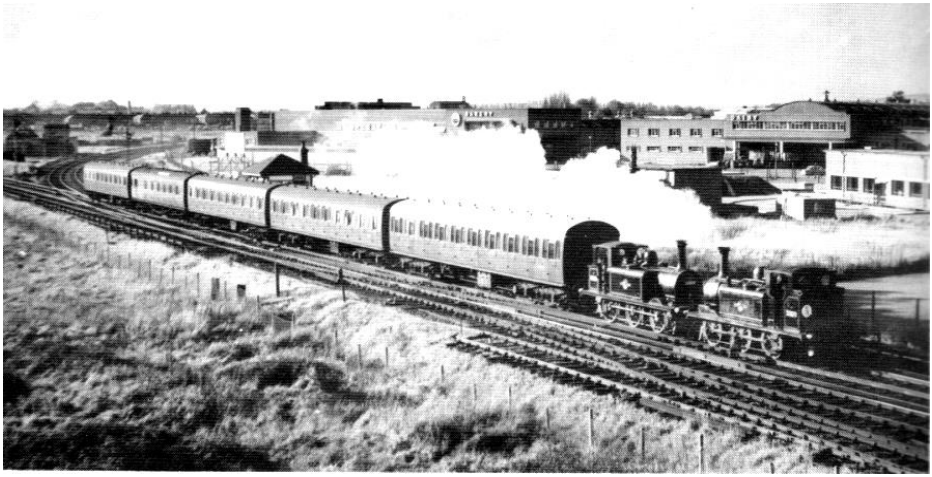
A farewell photograph of No 32650 with from left to right: Foreman Arthur Scutt, Ticket Collector Taffy Evans, Porter/Ticket Collector John Cherrison, Porters Albert Grout and Frankie Nash, Parcel Clerk Jack Ousley, Booking Clerk Fred Crassweller and Porter Gibbard. Drivers Weeks and Hearn flank Firemen Phillips and Colin Roby on the buffer beam. *Alan Bell*

A farewell photograph of No 32646 with from left to right: Fireman ?, Station Master EGH Clarke, Driver Chick, Porters Budd, Frank (Nobby) Clarke and Cyril Baldwin, Foreman Les (Sooty) Horwood holding the single line staff, Porter Frank Bryden, Booking Clerk Gerry Wilmot and Porter Ware. *Alan Bell*

LB&SCR luggage labels. South Hayling became Hayling Island in June 1892.

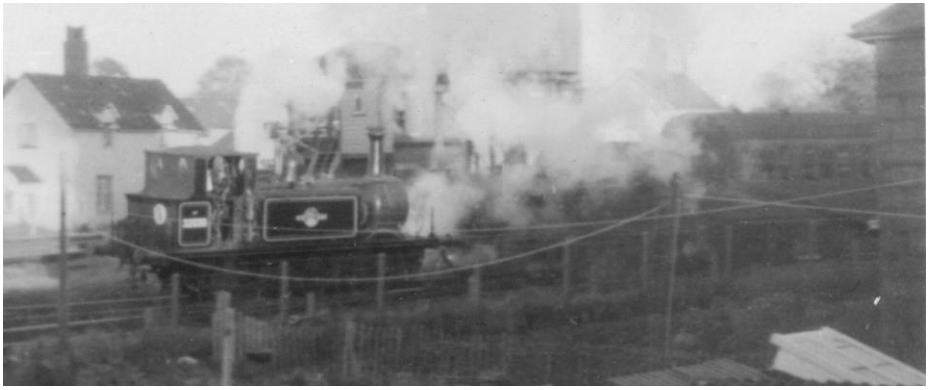
Watching one of the last service trains departing for Hayling. The large tank supplied water to the water crane at the end of the bay platform. *Alan Bell*

No 32646 with the afternoon goods viewed from the author's bedroom window. The goods were either taken straight across in to the goods yard, left on the through road in the station for the shunting engine to pick up or the whole train taken on the down platform for the shunting engine to back on to and take away. On one occasion a boiler tube leaked and dirty water was sprayed all over my mother's washing on the left. She was one of the few people pleased for the line to close. *Author*



Empty stock from Fratton for the Locomotive Club of Great Britain special, *The Hayling Farewell Rail Tour*, on the Hayling branch on 3 November 1963. The 'Terriers' are No 32670 (now *Bodiam* on the Kent and East Sussex Railway) and No 32636 (now *Fenchurch* on the Bluebell Railway). *S. C. Nash*

Maunsell 'Q' Class 0-6-0 locomotive No 30531 heads the Locomotive Club of Great Britain, *The Hayling Farewell Rail Tour*, to the Hayling branch on 3 November 1963. *Alf Harris*



The Hayling Farewell Rail Tour leaving the line on 3 November 1963. However this was not the final duty for the 'Terriers' at Havant as for a few weeks after when the Sunday morning newspaper train arrived at Havant the front portion detached and went on to Portsmouth. The rear vans were detached and went to Chichester and Bognor and the remaining two vans stayed in the platform for the Havant area newspapers to be unloaded. A 'Terrier' then took the empty vans across to the goods yard and then ran light back to Fratton. As this was at 5am very few people saw these last appearances. *Author*

No 32650 makes its way through the extensive cutting as it approaches the East Street road bridge. *Alan Postlethwaite*

William Stroudley looks on as his No 32640 passes through what is now a car park. *Michael Edwards*

Children watch a LB&SCR inspection car as it passes under the Grove Road to Lymbourn Road lattice footbridge. *Alf Harris*

No 32650 passes some traditional line side allotments at Lower Grove Road. Booking clerk Fred Crassweller lived opposite this spot. At lunch time, when on duty at Hayling, he would have a cab ride on the engine which would stop to let him off so he could hop over the fence, have his lunch, and then get picked on the way back. *Roger Gallienne*

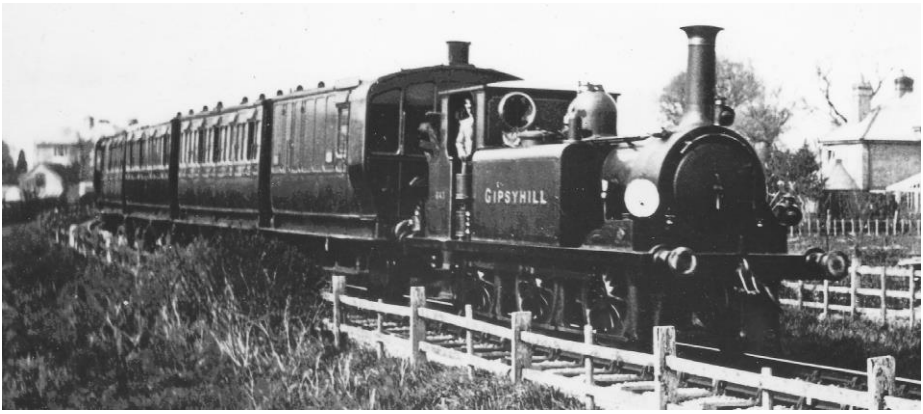
No 32640 proceeds at a leisurely pace past Wade Court towards Langston. *Roger Gallienne*

An early 1900s view of Langston station. The sag in the platform must have made alighting hazardous. *Roger Nash*

This is even an earlier view before gas lighting was installed and the 'level' platform extended. *William Scorer*

Langston station with its later concrete platform, 25 August 1962. *John Scrace*

No 32646, takes the Hayling ‘Billy’ over the Langston crossing. Albert Grout is in control of the ground frame levers while Jack Dalton waits to open the gates to let the waiting traffic on its way. This occurred at least twice an hour and more often when a summer Sunday service was running. This, with having to stop to pay the toll at the bridge, often caused tail backs as far as Rowland’s Castle. *Alan Bell*

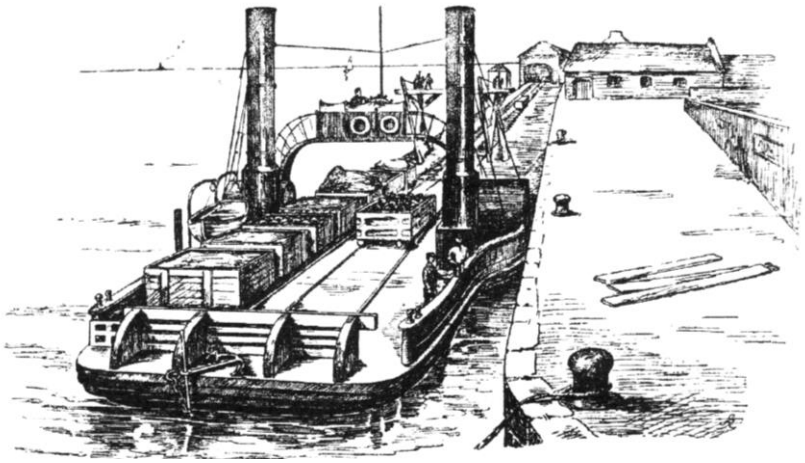


No 643, *Gipsyhill*, leaving Langston with a Hayling Island train in the early 1900s. Note the replacement wooden number plate and the bunker filled with coal. This typical branch line composition of carriages shows, from the engine, a passenger brake van, a five compartment 3rd class, a four compartment 1st/2nd class composite and a brake van with three 3rd class compartments; the guard was supposed to ride in the rear brake van according to the direction of travel. Apart from the leading vehicle, which is still oil lit, all other carriages have gas lighting. *Richard Barton*

On 29 July 1931 No 655, *Stepney*, approaches Langston wharf with a mixed train. The coaches are an ex-L&SWR two car set; a 42ft brake third and a 45ft brake composite. The 376 code is a duty number from Fratton Shed. *Alf Harris*

The Langston to Brading Train Ferry

Clive Croome



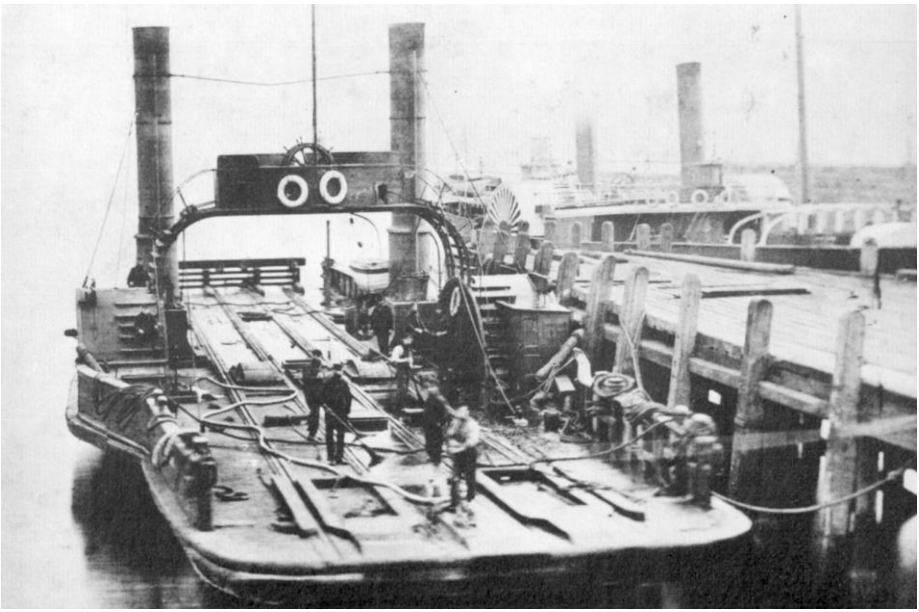
Woodcut of the Steamship *Carrier*

The Railways of England by William Acworth, published in 1889, includes a chapter on the Brighton which contains several useful snippets. The subjects covered include season tickets, services and schedules, ferry services, the port of Newhaven and fares policy among others. A short paragraph on the LB&SCR train ferry appears, together with the woodcut,

"In the river above Newhaven lies moored a vessel, whose short if useful career has been brough to a premature end. the Carrier was bought a year or two back to carry goods in the railway trucks, and horses in their boxes, across from Langston Harbour to Brading in the Isle of Wight The advantages of the scheme were obvious; but unfortunately the expenses were constant, and the consignments only intermittent; the vessel, with her broad square bows, could run but slowly and could not venture out at all unless the weather was fine; and last spring the service was abandoned."

This subject has been dealt with comprehensively in the Hayling Island Branch histories [2,3] and in the book on the LB&SCR ferry services[4]. These, in turn, drew most of the technical descriptions of the ferry terminal arrangements from an article in Engineering published in 1885[5]. The article makes it clear that the terminal ramps at Langstone and Brading were made of wood, so the woodcut

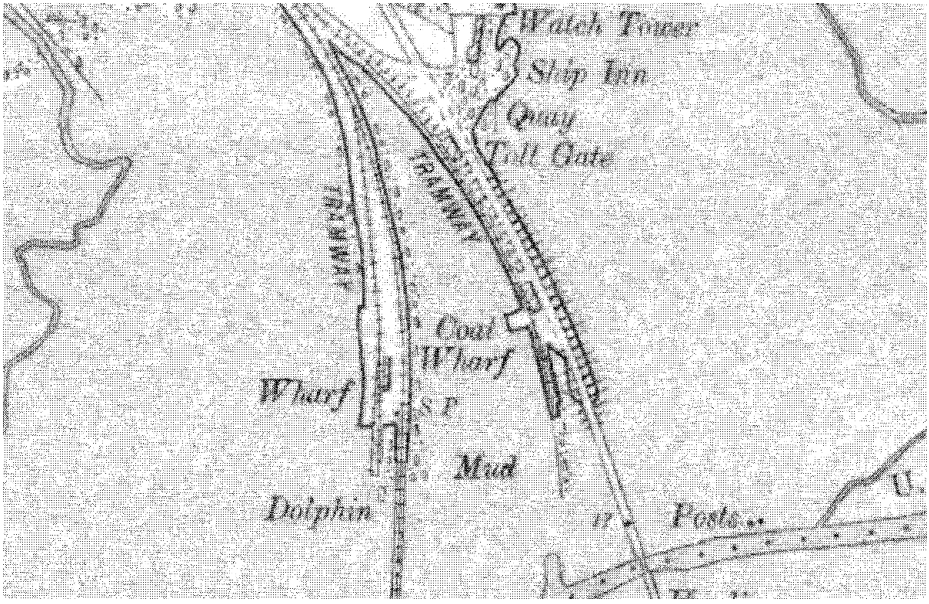
must have been made from a photograph take while the vessel was still in service in Scotland, probably at Burntisland. While this limits the usefulness of the view, it does show the stern end which is not visible in the photograph published in the branch histories.



The Steamship *Carrier* in Scotland. *David Lowe Collection*

As a comparison, Fig. 2 reproduces the 6" OS survey of Langstone in 1895[(6)], about seven years after the service was abandoned. This shows that the ferry was moored using a dolphin, beyond the end of the pier (the calm water in Langstone harbour did not require a breakwater to protect the vessel). By the time of the survey, the dredged channel the berth had disappeared under the mud, while there is no sign of the "Flying Bridge" (which may not have been surveyed if it counted as a moveable object).

One minor question arises - the plan of the terminal in the Engineering article shows two extra siding loops on the approach to the pier which would have allowed engines to run round, but there is no sign of them on the OS survey. Without these, the wagons would need to have been propelled from Havant or rope shunting resorted to. They could have been lifted following the closure, but, as the connection to the main Hayling branch remained, this seems unlikely.



Fig, 2. Langstone Harbour Ferry Terminal. The train ferry ramp is immediately to the west of the railway bridge.

1930s aerial view of the old road bridge and the railway bridge. The Langston sidings and the remains of the *Carrier's* dock can just be seen.

The account of Langstone in the Ferry Services book[4] should be treated with caution as the author seems to have been confused on several points; The 1875 OS survey[6]' shows that the original Langstone Wharf consisted solely of the Coal Wharf, alongside the road Toll Bridge, the western wharf by the railway bridge being built new for the train ferry service as described in the Engineering article. The authors description of the operation of the Flying Bridge and method of loading wagons also differs from the other accounts.

Finally, one point which seems to have been misreported by all the books and originates in an error in the Engineering article is the third track on Paddle Steamer *Carrier*. While the use of the third track is described in the article, a quick look at the drawings shows that this is impossible as the winding gear and track details have been simplified from the original layout in Scotland with only two winding drums and a single turnout for two separate tracks at Langstone. Probably a case of lazy reporting by the Engineering reporter who cut and pasted a description of the Scottish setup into his article.

References

1) The Railways of England by William Acworth Pub John Murray 3rd Ed 1889 (www.hathitrust.org or www.google.com) Pages 348-9.

2) The Hayling Railway Peter Paye, Oakwood Press 2013 Pages 34-39

3) Branch Line to Hayling V Mitchell, K Smith and A Bell, Middleton Press 1984 Pages 46-51.

4) Ferry Services of the LBSCR S Jordan, Oakwood Press 1998 Chapter 5 Pages 87-91.

5) Engineering Volume 40, 7th August 1885, Pages 124-127. (www.hathitrust.org)

6) OS Maps from the National Library of Scotland (www.nls.uk)

7) (With thanks to David Lowe for providing some of the references)

The Brighton Circle is a historical society founded in 1974 to research the history and operation of the London, Brighton and South Coast Railway. Their website is www.lbscr.org"

Langstone to Isle of Wight Train Ferry 1885 to 1888

Ann Griffiths

The Steamship *Carrier* was built at Greenock and launched in 1858 as part of a fleet of train ferries introduced to carry goods wagons across the Forth and Tay estuaries. At 243 Gross register tonnage and measuring 124 feet x 26 feet 9 inches (38 metres x 8 metres) overall, she was powered by two 112 h.p. steam engines and had two tracks on her deck each capable of taking seven wagons.

In 1883 *Carrier* was sold to the Isle of Wight Marine Transit Company, who started up a rail freight ferry link between Bembridge Harbour and a newly constructed wharf near to the Hayling railway bridge. The idea was to transport goods such as coal from the Midlands, and fresh vegetables, by train, thus omitting the need to unload and reload them on either side of the Solent. It was also thought that cattle might be sent from the island to markets on the mainland. Until now coal had been expensively conveyed from the north by sea; other goods would often be met by carts drawn by horses belly-deep in the water to carry the load ashore and sheep might be cast overboard to take their chance in swimming to safety.

The *Carrier's* first eleven mile trip between Langstone and Brading was on 14 July 1885, when she successfully transported 12 wagons loaded with merchandise and weighing 160 tons. In December 1886, as the Isle of Wight company was in financial trouble, the London Brighton and South Coast Railway agreed to hire the *Carrier* and the quays. Its solicitor, Sir Philip Rose, who was holidaying in Shanklin, had his horses and carriages conveyed by the train ferry, perhaps as a publicity stunt. The unusual cargo was loaded onto the 6.35 train at Victoria Station, reached Havant at 9 a.m., and was hauled down to Langstone where the railway wagons were lowered down a ramp onto the deck of the *Carrier*. Starting from Langstone at 10.30 and reaching Bembridge at 12.35 the load was then transferred to the Isle of Wight Railway Company's train. This left Bembridge at 13.12 and arrived at Shanklin at 13.38, the whole journey taking just seven hours.

At the 1887 Naval fleet review the *Carrier* was used to carry spectators and is notorious for having apparently belched out black smoke in the direction of the Royal Yacht.

In general, the rough open sea did not suit the *Carrier* and this and the unprofitability of the ferry scheme resulted in its closure in 1888. Two lines of wooden piles, which formed part of Langstone wharf, can still be seen near the remains of the railway bridge.

A representative painting of the Steamship *Carrier* and its berth at Langston by Les Henson.

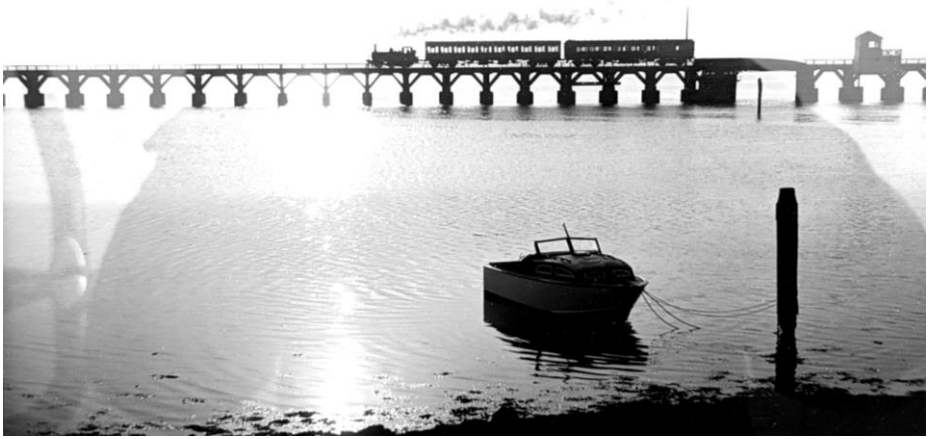
Alan Bell's model of the Steamship *Carrier* at its berth.

Painting by Les Henson of No 32646, *Newington*, approaching the 20mph speed limit sign for the bridge. *From a photograph by Alan Bell*

Workmen posing on the bridge and the remains of the Langstone Wharf and the *Carrier* berth and winding house.

Langston Bridge signal box and the swinging section of the bridge. *John Scrace*

Julian Thornhill's n-gauge model of the bridge.

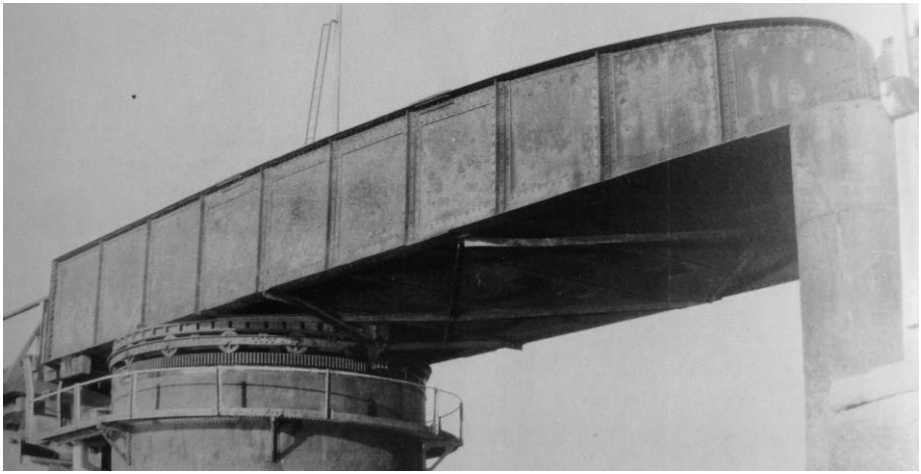


‘Hayling Billy’ on its way to Hayling, 1962. *Dr John Coiley.*

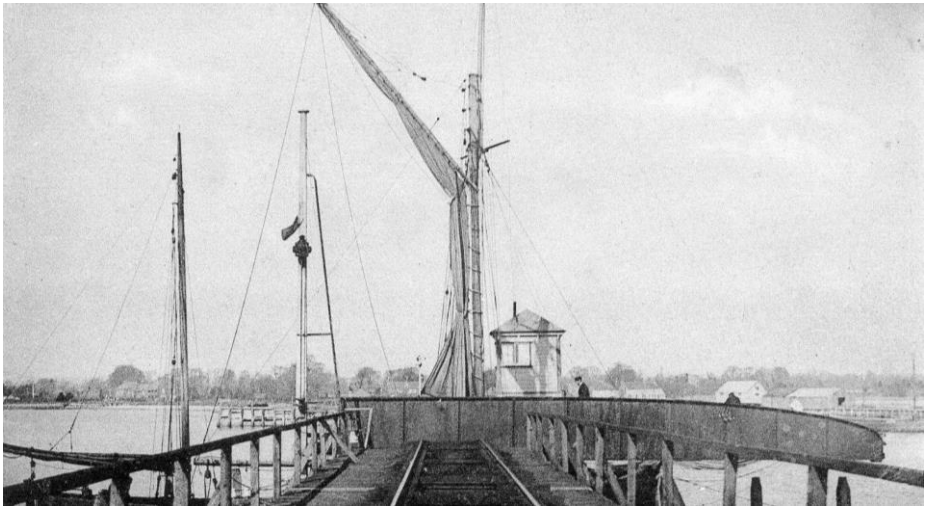
Dr John Arthur Coiley (1932–1998) was principally associated with the National Railway Museum in York from its formation in the 1973-5 period. He was appointed its first keeper in 1974.and remained so through to his retirement in 1992. The establishment of the museum outside London was controversial, but under his leadership it proved to be successful and it "achieved a stature and authority without precedent in the fields of railway history and preservation". In the year before his retirement the NRM received the Museum of the Year Award. He was president of the International Association of Transport Museums from 1983 to 1986. The Heritage Railway Association awards a John Coiley Award for locomotive preservation.

Richard Barton's No 49, *Bishopsgate*, with a train of oysters from Whitstable in Kent. The Arun sailing barge was built by Peter Korrison. *BRM/Phil Parker*

Richard Barton's No 43, *Gipsyhill*, heads a special working from the South Eastern Railway with a saloon, a carriage truck with a Landau, and a horse box. This was how the very wealthy could once go on holiday. *BRM/Phil Parker*



The swinging section of the bridge. The hand operated small pinion gear can be seen under the centre. The circular balcony was for the maintenance engineers. The Portsmouth and Arundel Canal was opened in 1823 but it was never a financial success and was abandoned in 1855. The swing bridge was later built over its route across Langstone and Chichester Harbours. *Alan Bell*



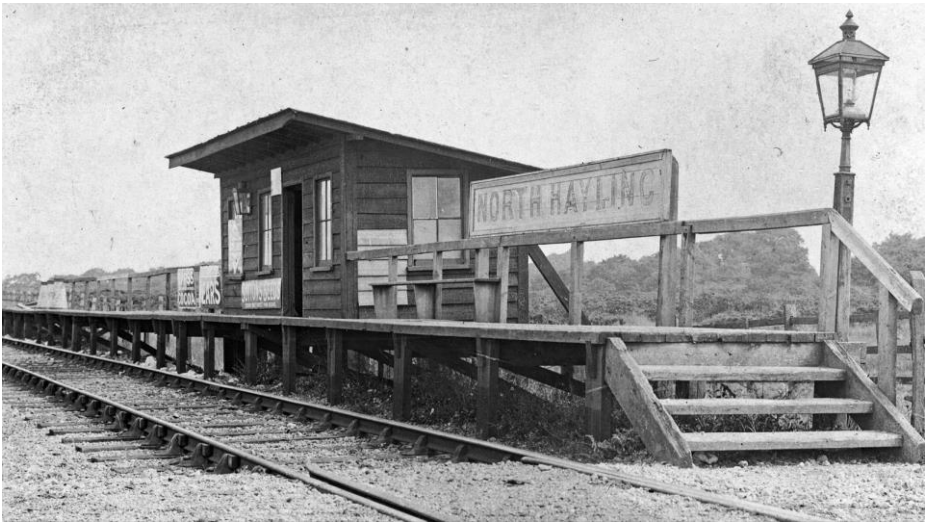
The bridge is opened to let a sailing barge through. Early 1900s.

The locomotive heading towards Hayling is No 635 (formerly No 35, *Morden*, later No 77S, Brighton work's shunter). It was put on the duplicate list in November 1908; evidenced by the painted number 635 instead of 35. It was converted to an A1X in 1922. It is believed that the photograph was taken in 1908 when the sailing barge *Langstone*, seen waiting to pass through the bridge, was used to transport bricks from the Bursledon Brick Works, for its owner's house, Langstone Wharf, which still stands in Langstone Road. *Richard Barton/Ann Griffiths*

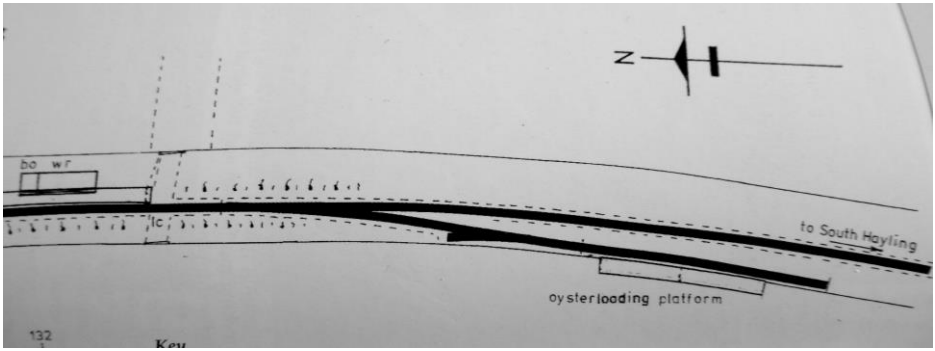
The 'Hayling Billy' heads for Hayling over the bridge. *Alan Bell*

The ‘Hayling Billy’ passes unhindered over the frozen sea during the winter of 1962/63. *Roger Gallienne*

A good view of the wooden trestle bridge. *Roger Gallienne*



An early 1900s view of a deserted North Hayling halt awaiting its next train. My uncle, Jack Outen, delivered newspapers from the Havant bookstall around North Hayling. He would put his bicycle and newspapers on the train to the halt and then cycle back to Havant. *Roger Nash*



Track layout at North Hayling Halt showing the station with booking office and waiting room and the siding with the oyster loading platform. *Peter Paye*

North Hayling halt in BR days with a train arriving from Havant. For a short time a there was a siding here in which trucks were shunted to pick up oysters, also a separate narrow gauge railway operated on the oyster beds. Note the 'new' platform oil lamp. *Roger Gallienne*

One oil lamp was deemed sufficient for this railway outpost. Guard Norris is seen light it on the evening of 18 May 1963. Students of the evolution of lighting would have enjoyed an evening excursion – Langston electic, North Hayling oil and Hayling Island gas. Note the ugly lamp bracket on No 32646, less obvious on other photographs. *Alan Bell*

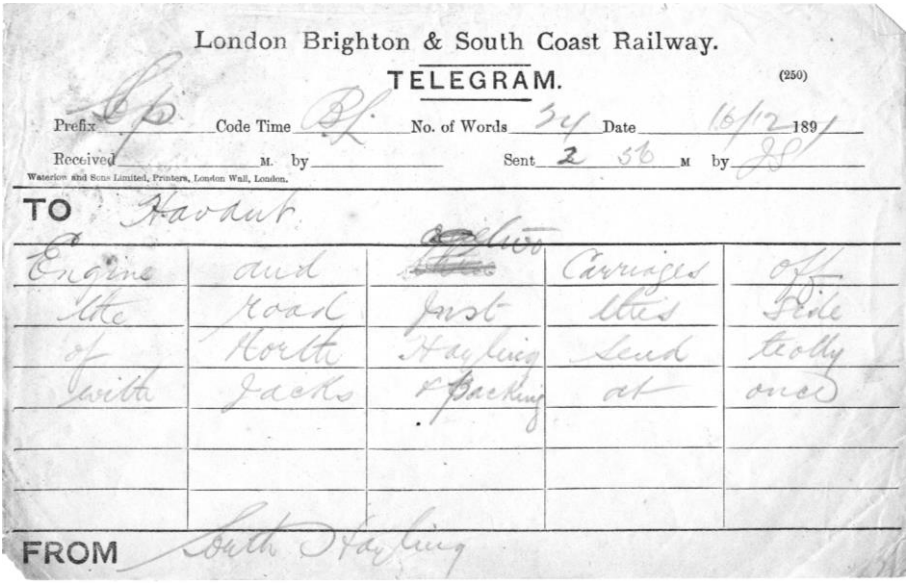
Incident at North Hayling – Ann Griffiths

On Wednesday afternoon a serious accident occurred on the Havant to Hayling railway. A train that starts from Havant at 2.05 left the rails shortly after leaving North Hayling station. Only the engine and part of the first carriage went off the line, the remainder of the train being saved by the use of the steam brake.

The train was brought to a standstill within about half its length and the passengers afterwards proceeded to South Hayling none the worse for their shaking . The cause of the accident is attributed to the heavy rains and to the fact that part of the railway is generally under the water at high tide, thereby causing the ground and the sleepers to become so soft as not to be able to hold the rails in place.

Under the direction of Mr Mitchell, the stationmaster of South Hayling, traffic was reopened in two hours. While the line was closed passengers were conveyed to and from the island by road.

Portsmouth News, December 1891



London Brighton & South Coast Railway.

TELEGRAM. (250)

Prefix LP Code Time RL No. of Words 34 Date 16/12 189 1

Received M. by Sent 2 56 M by RL

Waterlow and Sons Limited, Printers, London Wall, London.

TO Havant

Engine	and	[illegible]	Carriages	off
the	road	just	this	side
of	North	Hayling	Send	trolly
with	jacks	& packing	at	once

FROM South Hayling

Telegram dated 16 December 1891 from South Hayling to Havant in connection with the above incident. It reads: *Engine and two carriages off the road just this side of North Hayling. Send trolly with jacks & packing at once. Richard Barton*

With safety valves blowing off No 32640 sits on a snowy North Hayling halt level crossing waiting to depart. *Roger Gallienne*

A ‘Terrier’ proceeds along the shore from North Hayling halt nicely framed by the ‘scrub oak’. *Alan Postlethwaite*

No 32646 enters the terminus at Hayling in June 1961. Behind the engine is an ex-G.W.R. fruit 'D' van which was used for luggage and prams; hence its name 'Pram Van'. The mess room on the left may have been the original signal box as it is of the same design as that at Langston. The Bay Starter Signal is a lower quadrant type of the LB&SCR mounted on a wooden post. The SR-style Up Main Starter Signal is mounted on a post made of old rails. On the right is the 1900 signal box. *Photo courtesy of Peter Barnfield.* www.peterbarnfield.co.uk

No 32646, arriving at Hayling. Note the spark arrester – very few BR locomotives were so fitted. *Roger Gallienne*

Doug Todd at Hayling adopts a ‘special stance’ ready to receive the single-line staff. *Alan Bell*

When two engines were used they usually ran top-and-tailed but double heading was allowed. *Alan Bell*

No 32650 has just arrived at Hayling. Note the rear tail lamp at the ready for the return journey. The original section of awning in front of the station building was removed after bomb damage in World War Two. *Roger Gallienne*

A ‘Terrier’ runs round its train. The rear tail lamp has now been fitted to the coach ready for the train’s return to Havant. *Roger Gallienne*

Doug Todd hitches a ride probably to go up to change the hand operated points for No 32646 to be able to access the goods yard. *Roger Gallienne*

What looks like Doug Todd emptying a truck onto the coal stage. A return train to Havant waits in the bay platform for the arrival of the next train from Havant. The line of trucks gives an indication how busy and important the line was for goods traffic. *Alan Postlethwaite*

Richard Barton's Models of Hayling Island Station in the late 1890s. Courtesy of *British Rail Modelling* magazine*/Phil Parker*

No 78, *Knowle*, approaching the terminus with a train of horseboxes from various railway companies. *BRM/Phil Parker*

No 49, *Bishopsgate*, with a a typical branch line train of the 1890s. *BRM/Phil Parker*

Model of Kitson 0-4-2, *Bognor*, arriving at the terminus with a train of Craven period four-wheel coaches. The Royal Hotel omnibus waits for custom in the station forecourt. Circa 1880. *Richard Barton*

No 43, *Gipsy Hill*, ready to leave the terminus with a train of four oil lit Stroudley coaches. *BRM/Phil Parker*

A view under the canopy of the station in the late 1890s, showing the complex pattern of different coloured bricks and the lower panels inlaid with flint. *BRM/Phil Parker*

The Royal Hotel omnibus crossing from Staunton Avenue to collect passengers from the station. In the background is the delivery van of grocer, Samuel Jones.

No 78, *Knowle*, standing on the site of the former engine shed. This 'Terrier' is now preserved on the Kent and East Sussex Railway. *BRM/Phil Parker*

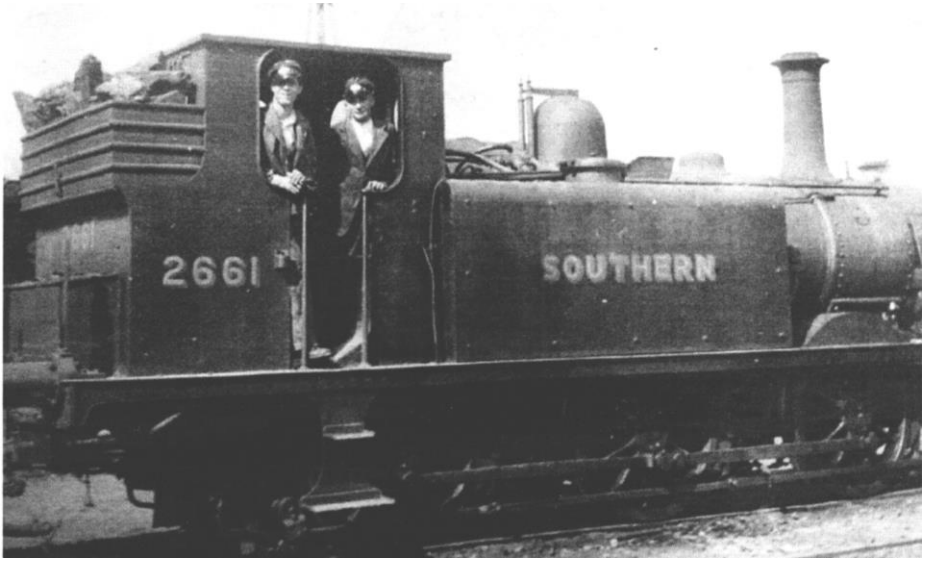
No 78, *Knowle*, is busy shunting the goods yard. Many open wagons were covered with tarpaulins to protect their contents from the weather. *BRM/Phil Parker*

The South Eastern Railway wagons have brought baskets of oysters from Whitstaple for Mr Gann's oyster farm at Mill Rythe. The mixed train in the station has a wagon at its rear which will be shunted back into the South of England Oyster Company's siding at North Hayling Halt.

Two private owner wagons by the coal staithes. Thomas William Woodford was the proprieter of the West Town Hotel in the 1980s but why he decided it was desirable to have his own wagon is unknown. *BRM/Phil. Parker*

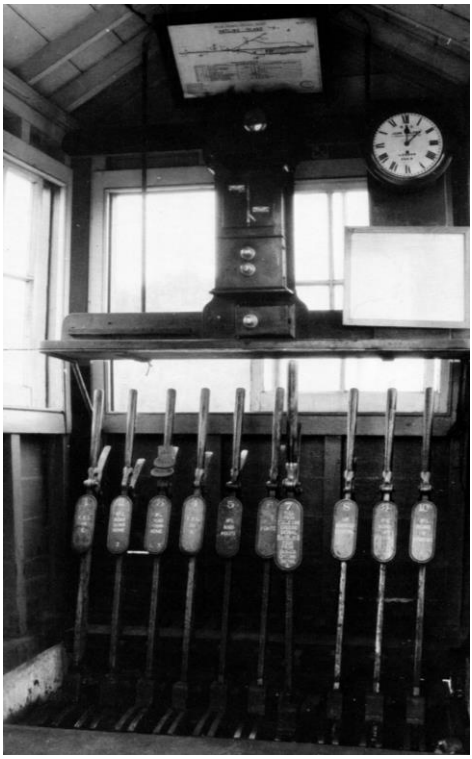
A view across Hayling Island goods yard with a South Eastern Railway open carriage-truck waiting unloading. *BRM/Phil Parker*

Harry Richard Trigg was an auctioner and surveyor who also owned the gas works. In the foreground a delivery of household coal is being prepared. Behind the wagon is a tip cart with a load of coal for the nearby gas works. *BRM/Phil Parker*

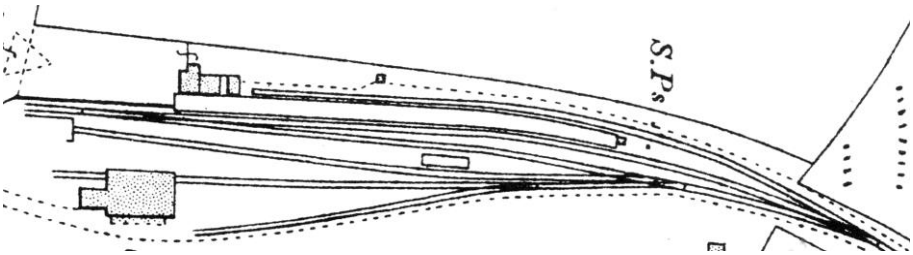


No 6221, formerly *Sutton*, in the yard at Fratton. On the left is 17-year-old fireman, Les Miles, who later on drove the 'Terriers'. *Les Miles*

Locomen put their backs into it on the coal stage at Hayling Island while holidaymakers, impatient to get off the Island, look on. *Mike Lamport*



Between the arrival of a train and its departure and the setting of the road for the next arrival, nine levers and a catch point lever at the end of the platform had to be pulled 35 times.



Track layout at Hayling. Bay platform, main platform, run-round loop, end loading dock, goods shed and siding. 1910 25 inch Ordnance Survey Map.

Clerk/porter Ray Woolgar collects the tickets while No 32646 waits to move forward and run round its train to return to Havant. *Alan Bell*

Passengers set off on the long walk down Staunton Avenue to the beach. A passenger reads the closure notice. On the front right is Ed Morgan, the last booking clerk to be on duty at Hayling. *Alan Bell*

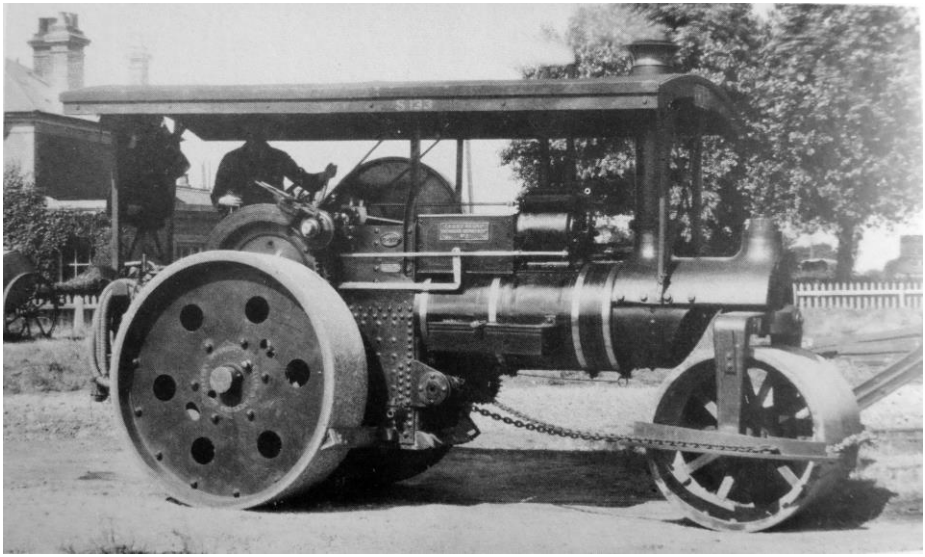
Fireman, Dave Pallett, and driver, 'Midge' MacAskill, proudly display their essential equipment alongside No 32650. *Alan Bell*

Fireman Mike Lee and driver Den Shepherd. Note the the appropriately called 'Billycan' and cups. *Michael Edwards*

Station staff at about 1907 with pigeon baskets. Racing pigeons were sent by owners to various railway stations for release by station staff. The time of release was recorded on the basket label. Carriages are berthed in the bay platform which was a later addition to the original station. *Roger Nash*

Guard Instrall, Driver Beard, Signalman Doug Todd and the fireman having a break. A train waits to depart in the bay platform. June 1963. *Alan Bell*

On the last day of service Messrs Alf Ripsher, Taffy Evans, Frank Nash and guard Instrall load a ‘flat’ barrow for return to Havant. *Alan Bell*

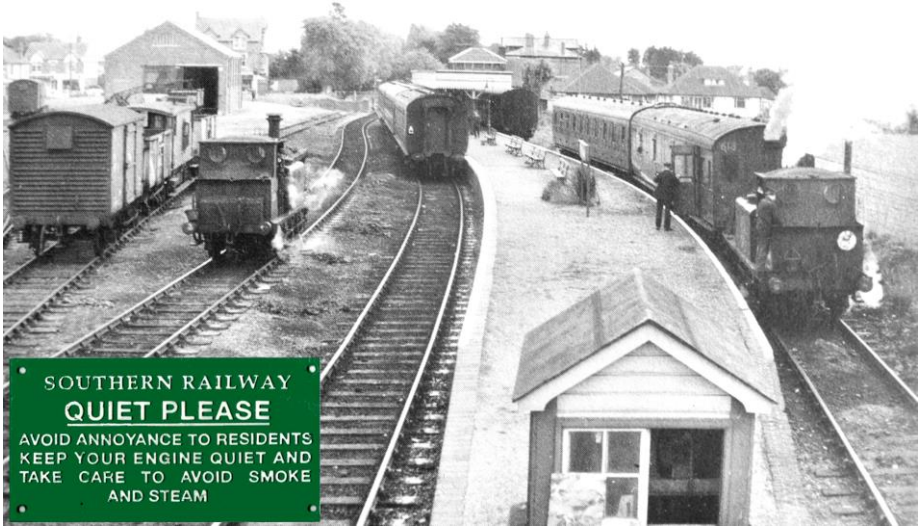


Wallis and Steevens steam roller purchased by the LB&SCR in 1901 in Hayling goods yard in 1933. It was painted umber with a copper chimney cap. *Alf Harris*

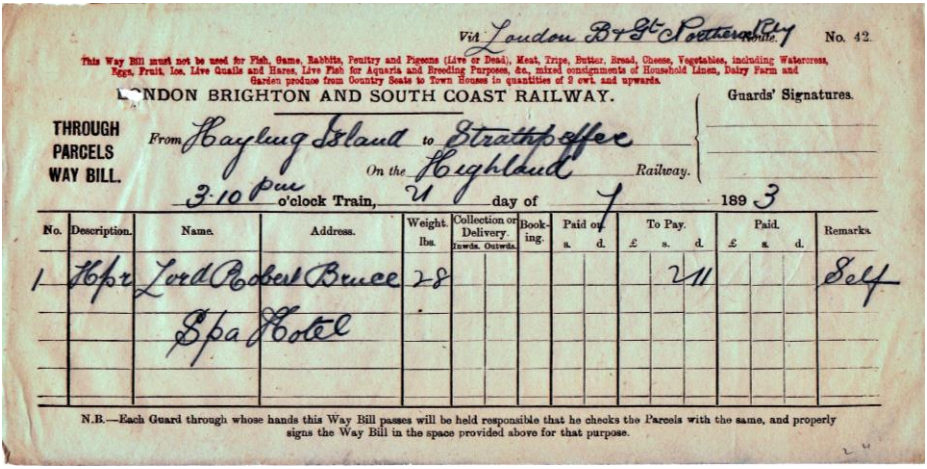
Driver Herbert Outen and fireman on No 32640 pause to have their photograph taken. The children with bucket and spade are going to or from the beach. *Alan Bell*

No 32640, originally No 40, won William Stroudley a gold medal at the Paris Exhibition of 1878.

A train waits in the bay for the arrival of the next train from Havant, 25 August 1962. *John Scrace*



Although only a single track a second train was allowed to follow the first under the use of the 'staff-and-ticket' system. *Alan Bell*



Vit London Brt St Pancras Stn. No. 42.

This Way Bill must not be used for Fish, Game, Rabbits, Poultry and Pigeons (Live or Dead), Meat, Tripe, Butter, Bread, Cheese, Vegetables, including Watercress, Eggs, Fruit, Ice, Live Quails and Hares, Live Fish for Aquaria and Breeding Purposes, &c., mixed consignments of Household Linen, Dairy Farm and Garden produce from Country Seats to Town Houses in quantities of 2 cwt. and upwards.

LONDON BRIGHTON AND SOUTH COAST RAILWAY.

Guards' Signatures.

THROUGH PARCELS WAY BILL.

From Hayling Island to Strathpeffer

On the Highland Railway.

3.10 pm o'clock Train, 21 day of 7 1893

No.	Description.	Name.	Address.	Weight. lbs.	Collection or Delivery. Inwds.	Collection or Delivery. Outwds.	Booking.	Paid on. s.	Paid on. d.	To Pay. £	To Pay. s.	To Pay. d.	Paid. £	Paid. s.	Paid. d.	Remarks.
1	Hpr	Lord Robert Bruce	Spa Hotel	28							2	11				Self

N.B.—Each Guard through whose hands this Way Bill passes will be held responsible that he checks the Parcels with the same, and properly signs the Way Bill in the space provided above for that purpose.

Way bill for a hamper sent on 21 July 1893 by Lord Robert Brudenell-Bruce from Hayling Island to Strathpepper on the Highland Railway in Scotland. *Richard Barton*

A train leaves for Havant from the bay while an engine waits to move on to the carriages in the main platform. My aunt, Mary Outen, often caught the train to Havant. Once when she missed it said *those wretched men saw me coming and must have said: 'here she comes let's get off'.* Note the LB&SCR lower quadrant signal. *Michael Edwards*

Departing from Hayling Island for Havant. *Roger Gallienne*

A quiet period at the terminus in Southern Railway days in the 1930s.

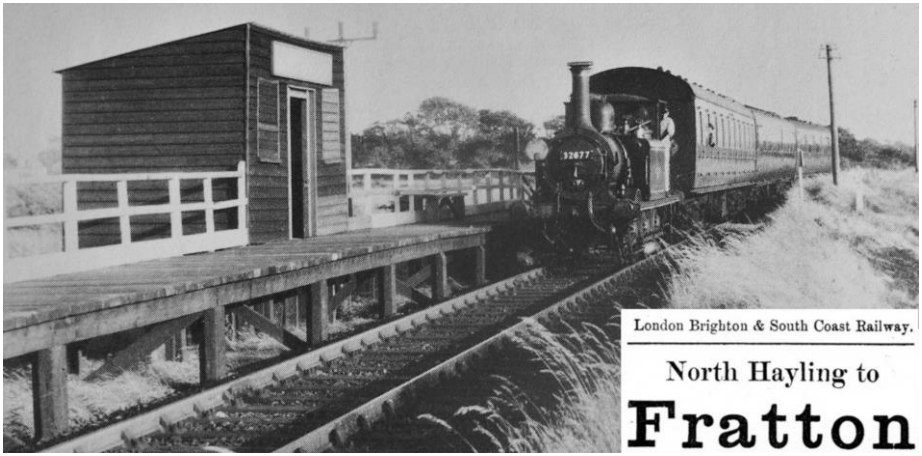
Early 1900s photograph of horse-drawn carriages (taxis) waiting for the arrival of a train. What appears to be the Royal Hotel horse-drawn omnibus is in the background. *Richard Barton*

Some 60 years later ‘modern’ taxis and their drivers, Harry and Ray, wait for their last fares. Note the missing portion of the station canopy which was lost as a result of being bombed during the second world war. The remaining part of the canopy is now erected on the station at the steam railway at the Hollycombe Steam Collection near to Liphook. *Alan Bell*

This Leyland TD1 open-top bus operated Southdown service No 46 between the station and Eastoke between 1934 and 1951. *Alan Bell*

No 32670 heads the very last train from Hayling Island; a Locomotive Club of Great Britain, *The Hayling Farewell Rail Tour*, on 3 November 1963.

The last train has gone and a demolition tractor takes over from the 'Terriers' to rip up nearly one-hundred-years of history and memories. The station stands forlorn and lonely in the background. *Photograph The News*



No 32677 approaches North Hayling halt where it will stop if notice had been given to the guard at Hayling or if anyone was waiting on the platform. Local dairy farmers sent their churns of milk here by pony and cart, which were driven by young lads who would race each other to get there first. LB&SCR luggage label.

1966. North Hayling station a few years after closure. Still displaying a ‘Beware of the Trains’ sign as if expecting one to suddenly appear. *Nigel Whitwell*

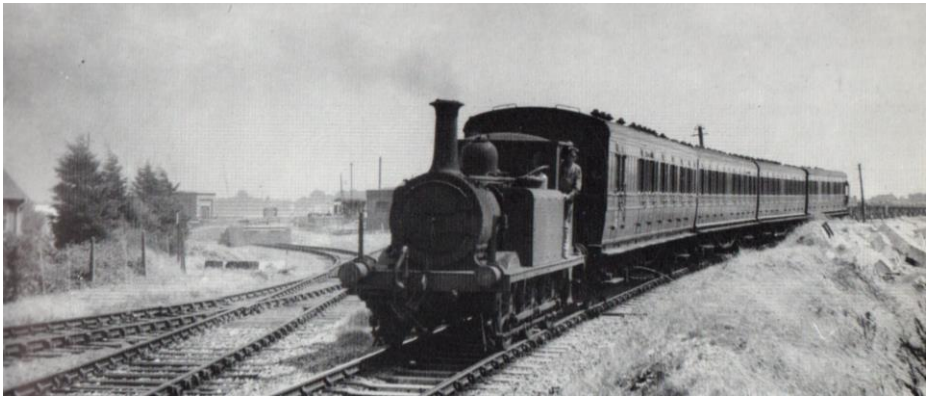
Richard Barton’s model of Kitson, No 92, *Bognor*,with an excursion train of early LSWR coaches. *BRM/Phil Parker*

A Havant bound train heads across the bridge. A boy at a window appears to be ready to throw stones into the water. The Steamship *Carrier* berth was at the end of the bridge on the left. *Michael Edwards*

On the viaduct with a Havant bound train. *Roger Gallienne*

Goods were brought out from Hayling on an afternoon train. The remains of the *Carrier* berth can be seen in the foreground. *Alan Bell*

Rear view of the previous photograph. *Alan Bell*



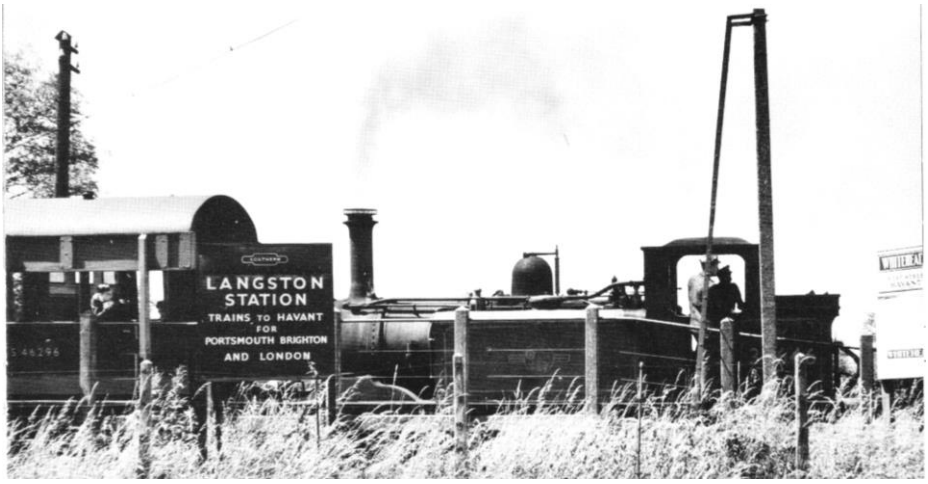
During World War Two, heavy armaments arriving by road had to be unloaded here and transferred to railway wagons, due to the severe weight limits on the road bridge. To facilitate this, an extra siding with the end loading dock (seen on the left) was provided. The concrete blocks on the right are protecting the bank from erosion by the sea and were parts of pill-boxes and gun emplacements. *S C Nash*

Richard Barton's model of the Langston coal wharf is pure speculation as no photographs of it exist. *BRM/Phil Parker*

No 662, formerly *Martello*, pauses to have her photograph taken. *Alf Harris*

LB&SCR D1 Class 0-4-2 No 264 *Langston*. The D1 Class were also designed by William Stroudley but were too heavy to run on the Hayling branch. The engine names mainly denoted various places served by the LB&SCR. *Alf Harris*

On 14 September 1963 Driver Fellows, on the right, was making his final trip on the branch. On the platform is Crossing Keeper O'Shea (wearing his taxi driver's hat) with Relief Keeper Prior. The leading coach had end windows for push-pull working but this was not used on the branch at this time. *Alan Bell*

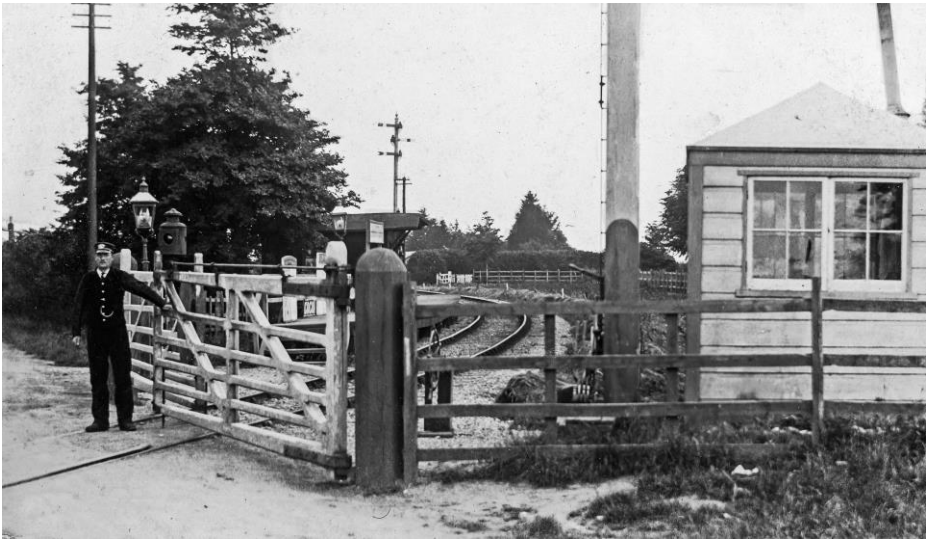


A delayed motorist's view of No 46 in profile as it waits to depart for Havant on 25 June 1961. The board reads: LANGSTON STATION, TRAINS TO HAVANT FOR PORTSMOUTH BRIGHTON AND LONDON. *E. Wilmshurst*

1966. Langston station look very sad. *Nigel Whitwell*

Langston station with its later concrete platform, 25 August 1962. *John Scrace*

The signal box and ground frame at Langston which contained the levers for controlling the signals. The notice board says: *Farewell to the Hayling Billy. Alf Harris*



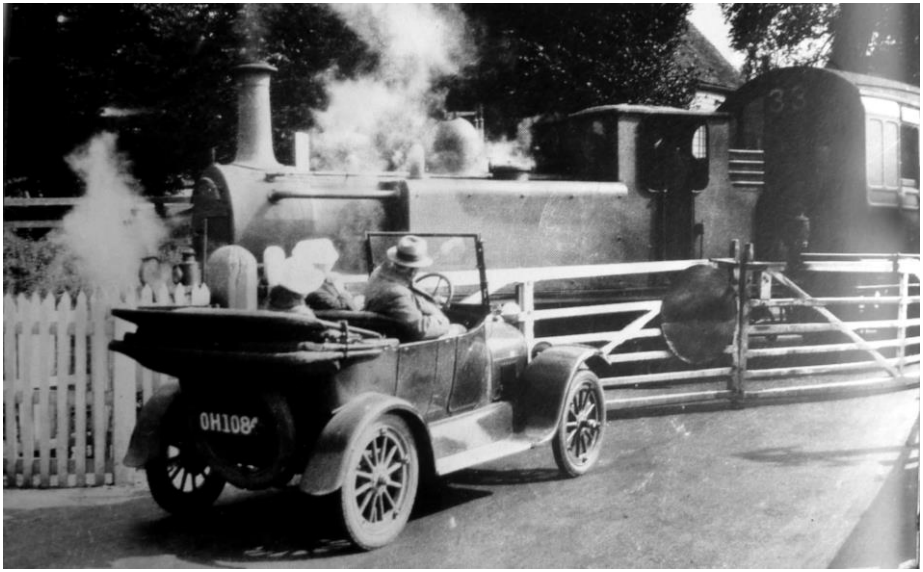
Langston level crossing in the early 1900s. *Roger Nash*

Bill Matthews and mate opening the gates to release the build-up of traffic on what appears to be a typical summer weekend in the 1950s. A bit further on they would all have to stop again and pay to go over the toll bridge. *Michael Edwards*

Harry Oldfield closing and opening the heavy gates by hand. This was a difficult and often dangerous job. Tragically crossing keeper, Jock Jordan, was knocked down and killed here in 1946. *Michael Edwards*

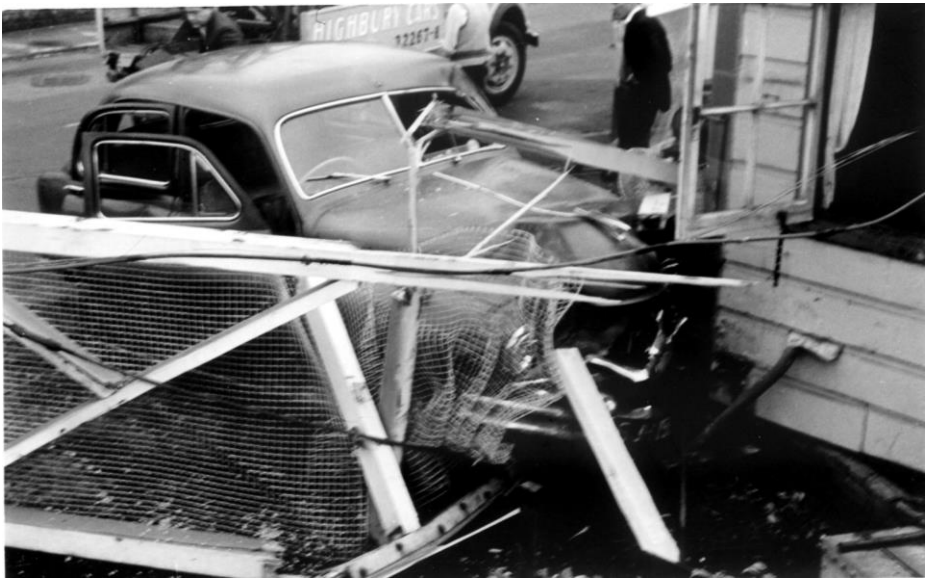
Alan Bell's model of the Langston crossing. Depicted at the gates is the author's Thames 15cwt van taking Sunday newspapers to Hayling. On the left is Mick O'Shea's black taxi which he ran when not employed on his duties at the station. On the bottom right two people, no doubt also railwaymen, are on their allotment. This was once a common sight at many stations and signal boxes where crops would be attended to between trains.

Alan Bell's model of Hayling Island station as it was at the time of closure.



The car, believed to be American, was registered in the Birmingham area between May 1920 and January 1922. The LB&SCR gates can be compared with the next photograph which shows the later Southern Railway pattern which had cross bracing and split discs.

No 32670 holds up a Wolseley 6/90, registered in Chelmsford in 1958, that is also held up at the gates. Just two of the thousands of vehicles held up over the years and then to be held up again at the toll bridge further along the road.

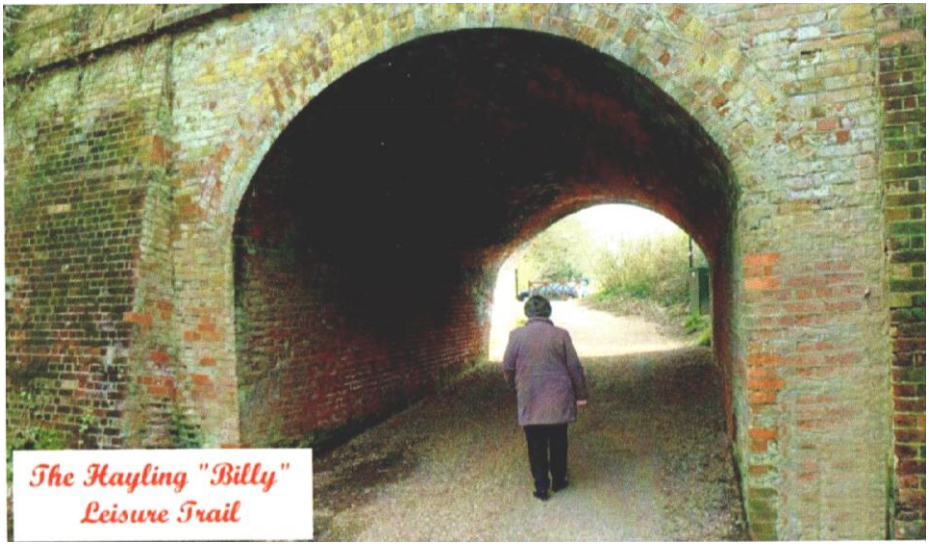


On Sunday 3 November 1963 there was a farewell tour of the Hayling Billy line. A lot of people saw the signal box dislodged on its foundations and wondered what had happened. On 2 Saturday a Standard Vanguard car had come off the Island a bit too fast and failed to properly negotiate the bend before the level crossing and crashed into the gates and signal box. *Stuart Hales*

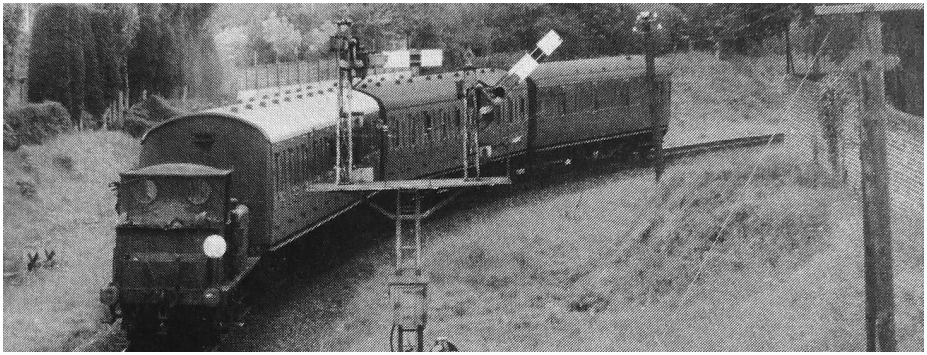
An 1800s painting by Charles Rogers Cotton shows Langstone Road and the wooden cottages before the railway came.

30 July 2016. The station has long gone and the gates no longer hold up the flow of traffic on and off Hayling Island. At this time the wooden cottages are still intact but were later destroyed by fire. *Author*

Looking south under the East Street road bridge. The iron footbridge from Lower Grove Road to Lymbourne Road is in the background *Alan Bell*



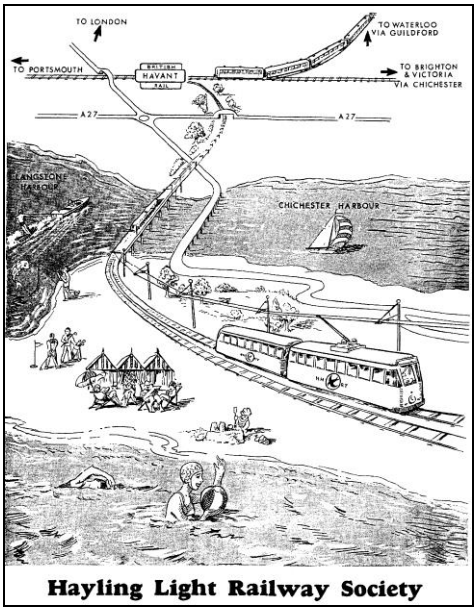
The East Street road bridge is still there but not the lattice footbridge from Grove Road to Lymbourn Road. The track bed is now *The Hayling 'Billy' Leisure Trail* and is well used by walkers, horse riders and cyclists.. *Author*



Rounding the sharp curve approaching the New Lane crossing. Trains would 'screech' around the 8-chain radius curve and sometimes they did not have enough 'puff' to make it and had to set back and have another go. The first coach, No S100S, was constructed at Eastleigh in 1962 with an experimental all fibre-glass body. It was the only one ever built due to its high cost. It was in use on the Hayling branch in 1963 until the closure of the line. It is now preserved on the East Somerset Railway. On at least one occasion passengers had to climb down and walk the rest of the way to the station. The signal is set clear for the bay platform. The other signal is for the main line. *Alan Bell*

On this occasion No 32670 has brought the whole train up to the water crane. It appears that driver Dave Birch has either uncoupled or is about to uncouple the engine. The fireman fills up with water. *Eric Grace/Michael Harvey Collection*

On busy weekends it was not unusual for a "Pram Van" to be attached to provide additional accommodation for holiday-makers' luggage and perambulators. *Photos courtesy of Peter Barnfield.* www.peterbarnfield.co.uk



Plans were already in hand prior to closure to revive the line with an overhead electric system. The Hayling Light Railway Company was formed and ex-Blackpool Corporation tram No 11, which was built in 1939, was obtained. Sadly the well-intended ambition failed to become a reality.

The tram arriving at Havant. *Alan Bell*

The tram being manhandled into its berth in the goods yard. In the background can be seen a Wadham's built ambulance destined for Scotland or Ireland. *Alan Bell*

The tram remained in the goods yard until 1969 when it was removed to the East Anglian Museum of Transport where it was restored. *E. Wilmshurst*

HAYLING ISLAND STATION

Developments in the Nineteenth Century

Richard Barton

The extension from Langston to the terminus, known as South Hayling until June 1892, was opened on 17 July 1867. Trigg's *Hayling Guide* of that same year[1] showed the line continuing southwards to a pier, with a branch westwards to the Hayling ferry, where there had been ambitious plans for a harbour and docks scheme. No extensions were constructed and the branch terminated 800 yards short of the beach, in a sparsely populated area known as West Town. The *Hampshire Telegraph* reported on 3 July 1867 that the station building was in the Gothic Style to a design by Mr F Whitaker of London. *It is built of red and white brick and includes a booking office, a ladies room, a retiring room and station master's house, a signal house now being in the course of construction*. The station building was too small to provide living accommodation and the exact whereabouts of a station master's house, if one was ever built, is not known. In the 1891 Census, however, guard William Beverstock gave his address as 'the Railway Station'.

The unusual two storey extension was marked on an LB&SCR plan of 1896 as 'Porters'. In later years railwaymen knew the building as the 'water tower': the upper floor, which was accessed only by ladder, contained at one time a water tank, this presumably being the domestic supply for the station[2]. Following the removal in 1900 of the water tank at the end of the platform, locomotives always used the water crane located alongside the branch platform at Havant, though in emergencies buckets were filled from the station supply at the terminus.

The first 25 inch scale Ordnance Survey map for the area was surveyed before the branch was built. The 6 inch map of 1866, revised in 1872-3, showed a platform and one goods siding but no run round loop. Was that an error, or was the actual survey carried out several years earlier, before the branch was opened? The contractor, Frederick Furniss, had originally provided no run round loop at Havant. He was forced to do so by the Board of Trade Inspector, before permission was granted to open the line and there must have been a corresponding loop at the terminus. Initially, Furniss operated the line with his own engines, which were described in the *Chronicles of Boulton's Sidings* by Alfred Rosling Bennett[3] and the original engine shed was situated between Langston and Havant. Furniss also hired the Burns and Potts single No 115 from the LB&SCR[4], who

may themselves have continued to use this locomotive until the arrival of Sharp Stewart *Hayling Island* in June 1874. The staff consisted of a station master, who travelled on the train and fulfilled the roles of 'booking clerk, guard, porter, signalman, treasurer and ticket collector' and one driver. Furniss hired 4-wheel coaches from the L&SWR[5] but he also hired three from the LB&SCR for the summer service of 1871[6]. Traffic was very slow to develop, hardly surprising given the small, scattered population and the LB&SCR took over the lease from 1 January 1872.

The *Hampshire Telegraph* on 30 January 1875 reported Samuel Laing's comment that traffic was looking encouraging and had increased threefold under the LB&SCR.

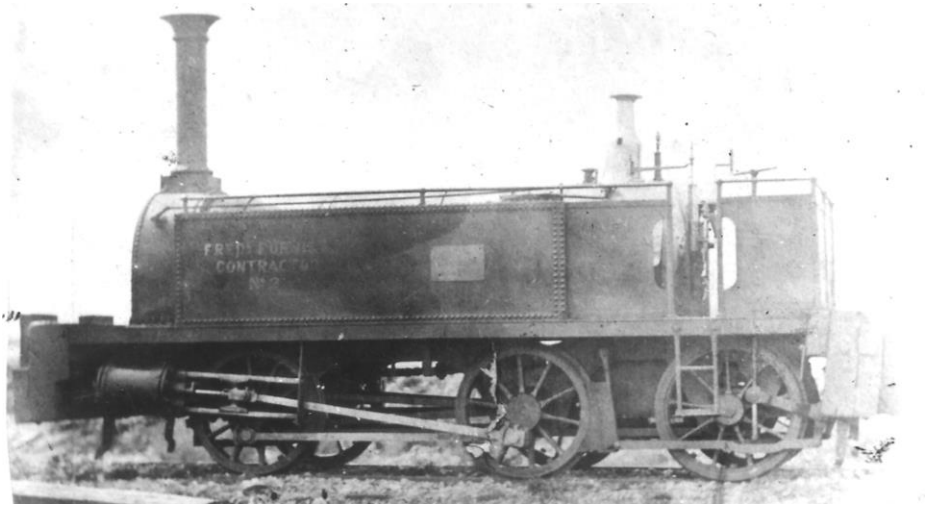
The line was extensively photographed in later years but, until recently, the only known photograph pre-1900 was this well-known one from the National Railway Museum of circa 1880[7]. This shows the station in its original form, without the ticket extension to the rear and with herringbone brickwork and a window in the south wall. This window is painted in a dark colour, in contrast to the rest of the station. There is a tantalising glimpse of the wooden engine shed which, in use until 1894, was situated on a siding behind the end of the platform. The engine shed was originally at Petworth, whilst that station was a temporary terminus and probably was moved to South Hayling soon after the LB&SCR began to operate the branch. The original flat bottomed rail and half round sleepers are clearly shown. Was the original platform a timber construction, as at Langston? The

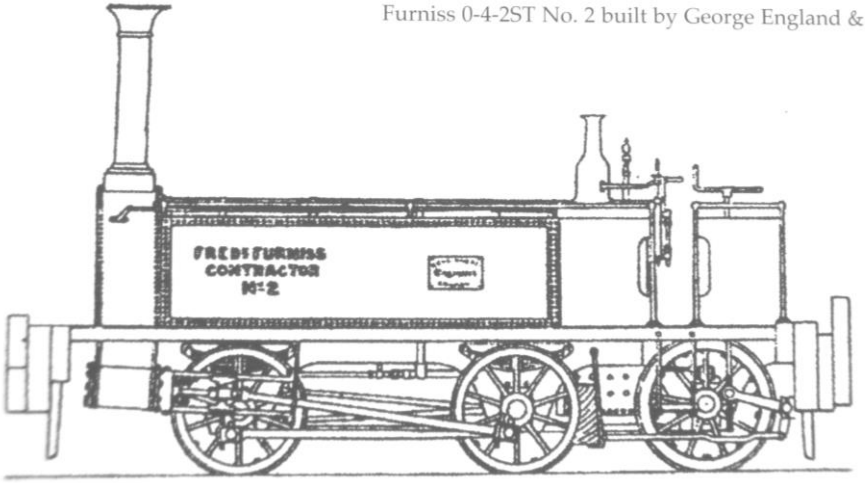
bricks in the foreground may be evidence that the platform had been recently rebuilt or perhaps raised in height. Note the very tall starting signal, which is marked on the 6 inch map of 1872/3, together with a signal 400 yards to the north, which may have been a home signal or a fixed distant. A third signal post behind the platform must be a cartographical error.

If this photograph is close in date to the 1881 census then the station master in top hat could be Harry Mitchell and the guard, standing next to the boy by the locomotive, Robert Outen. The engine driver on the footplate would be Edward Reay and the fireman either Henry Downton or John Tilley. The man on the extreme left is reputed to be the coachman of the Royal Hotel, Frederic Court[15].

The locomotive in the photograph is the Sharp Stewart 2-4-0 *Hayling Island;* had the number been legible it might have narrowed down the date, as it was renumbered in 1874 and again in 1877. The two leading coaches are Seconds from 1859, with at least one probably downgraded to a Third, the next is a three compartment First of the early 1850s and bringing up the rear is a Brake Third of 1856, which appears to have had two of its original three compartments incorporated into an enlarged luggage compartment[9].

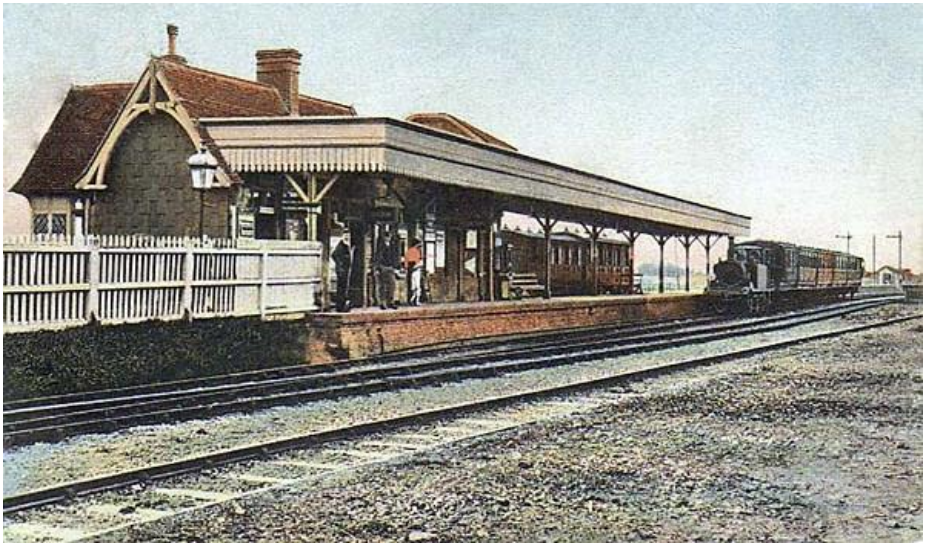
Two photographs from the 1890s have recently come to light showing the Terrier *Knowle* in the platform at the terminus, with a Stroudley 20 foot Full Brake. From evidence of photographs in the following decade, the branch train now consisted of Brake Third, Composite, Third and Full Brake. The first photograph[10] shows a little more of the engine shed and water tank, behind which was hidden the coaling stage and small signal cabin. The starting signal is shorter than the one in the National Railway Museum photograph. The engine shed closed in 1894, after which the branch engine was based at Fratton. It is not known when the engine shed was demolished but it still appeared in the 1896 revision of the 1886 25 inch Ordnance Survey map[16]. The condensing pipes were removed from *Knowle* in 1894 but the angle of the photograph makes it impossible to verify whether they are still fitted. The photograph may be a little earlier: four Terriers were transferred to Fratton in the early 1890s but with the withdrawal of No 497 *Fratton* in 1890 and the conversion of No 499 *Hayling Island* in 1889, this left only the Kitson 0-4-2 *Bognor* to work the line[4]. According to the same source, *Bognor* was transferred to Eastbourne in December 1891 and was scrapped in 1894, so Terriers must have been in use soon after 1890, even if only as spare engine.



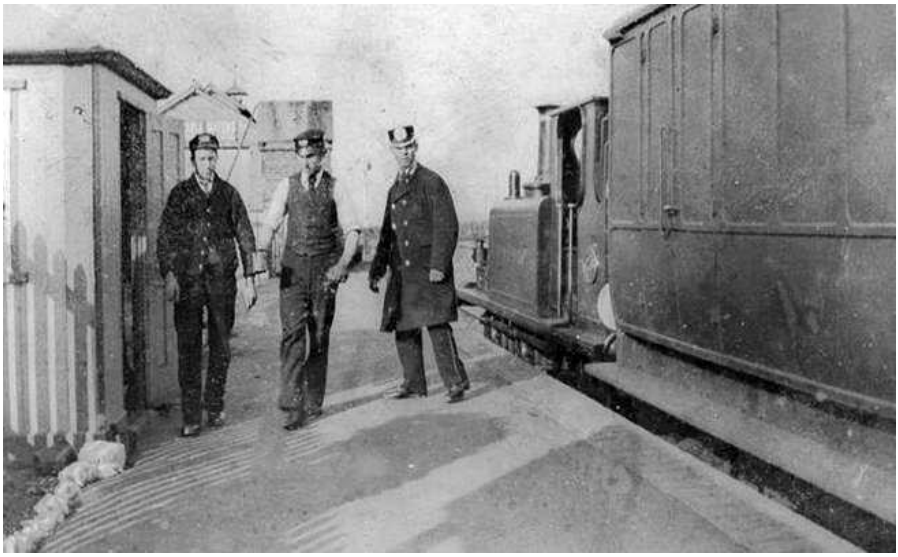


Furniss 0-4-2ST No. 2 built by George England & Co.

Locomotive No 2 was used by Frederick Furniss to operate the Hayling Railway up to 31 December 1871. It was built by George England and Co. as an 0-4-0 saddle tank with small 2ft 10in driving wheels. To increase stability Furniss added a pair of 3ft carrying wheels, which gave a decidedly odd appearance. A drawing of No 2 has appeared in books but very recently this photograph was discovered: an original postcard with the name 'F Moore', which was a pseudonym used by the Locomotive Publishing Company. Furniss subsequently sold it to the dealer I W Boulton of Ashton-under-Lyme. *Richard Barton*



A ‘Terrier’ arriving at Hayling Island in the early 1900s with a train of Stroudley four-wheel coaches, five coaches rather than the usual four. Note the two spare coaches in the bay platform and the difference in shading of the furthest section of the platform canopy, showing clearly where the canopy was extended in 1900.



No 78 *Knowle* in the platform at the terminus, with a Stroudley 20 foot Full Brake. *Roger Nash/Debi Smith*

Guard Robert Outen and porter Thomas Wade. The photographs were taken after the station name was changed from South Hayling to Hayling Island in June 1892. *Debi Smith*

The second photograph[11] apparently taken on the same day, has identified the guard as Robert Outen. He was promoted to guard on the Hayling branch on 12 March 1879 at a wage of £1 4s. 0d. (£1.20) per week. He held this position until forced to retire because of ill health in 1899. The porter in 1891 was Thomas Wade. The last two letters of the running in board "ND" confirm that the photograph was taken after the station name was changed to 'Hayling Island' in June 1892. The 20 foot Passenger Brake Van has a destination board mounted above the ducket and, unusually, the ducket is facing inwards.

The attractive wooden building on the platform in the second photograph is probably the *cramped wooden goods shed built by the Hayling Railway*[5], as the porters already had their own accommodation in the station building. The first evidence of a goods shed is when a lock-up goods shed was authorised on 17 September 1894, to be supplied by S. Taylor and Co. for an estimated £30[13]. Uniquely, it was to be clad in corrugated iron, which may explain why the price was much lower than the standard £50 for lock-ups in this period.

Little is known about the limited goods traffic on the branch in the 19th century: coal had been imported through nearby Mill Rythe and the quay at Langston dealt with substantial imports of coal, building materials, timber, gravel and ballast[5]. By 1890, silting up of the harbour had ended this trade and it may be no coincidence

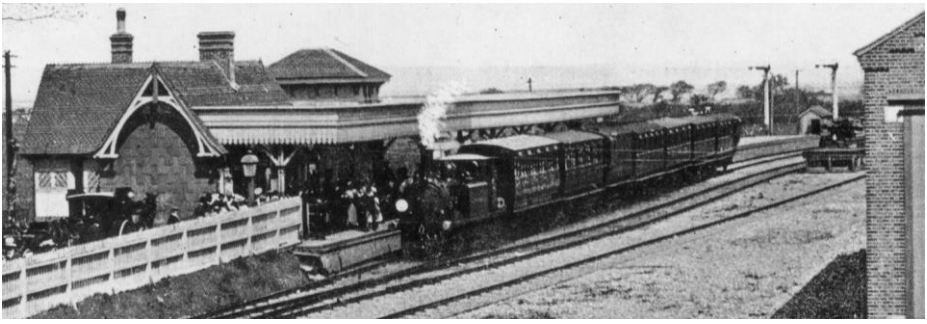
that the LB&SCR Engineering Committee on 14 July 1890 authorised an additional 450 foot siding to be laid at the terminus, confirming that only one goods siding had existed previously. In 1877 a gas works was established adjacent to South Hayling station, thus providing an additional source of revenue. In 1900 *coal, seed potatoes, fertiliser, cement and small items for local shops comprised the traffic*[5]. No trains in the 19th century timetables were marked as being 'mixed' and the Working Timetable of July/August/September 1895[12] states that: *Goods worked by Passenger Train. Trucks are attached behind, an extra Brake Van must be attached and the extra Guard to ride in sam*'. Was a porter or other member of staff from Havant or Hayling Island authorised to act as the extra guard? The collision in October 1892 at the terminus between coaches standing in the platform and an incoming train of four wagons of oysters from Whitstable and a brake van is evidence of one dedicated goods train but that appears to have been an exception.

The original timetable offered by Furniss of six trains in each direction on weekdays was over optimistic and was soon reduced to four. The LB&SCR continued with a similar frequency but, by 1880, this had increased to seven. The 1898 timetable showed ten trains each way on weekdays and seven now on Sundays[5]. Evidence of the increased traffic is the acceptance by the LB&SCR on 8 December 1896 of a tender of £184 10s. 0d for the 'erection of a new ticket office, platform roof etc'[13]. An engineering drawing of the extension and the station building and canopy has been deposited in the Bluebell Railway Archive by Alan Bell[2]. This proves that the platform awning was erected in two separate stages: it was the original section of 1896 that was demolished during or soon after the Second World War, having suffered bomb damage. In 1897 a deputation of local people asked the LB&SCR to double the branch and improve accommodation at the terminus. The Engineering Committee declined the first request but was willing to consider the second.

The branch was relayed with bullhead rail in 1898[5] but otherwise no other improvements were made and on 1 April 1899 The *Hampshire Telegraph* reported that local dignitaries had met the General Manager of the LB&SCR. This time action was swift: the following month the Engineering Committee approved a tender of £245 for the extension of 'platform accommodation'. This work had to be re-tendered in March 1900, due to the failure of the previous contractor. On 11 April authority was given for the removal and re-erection of the coaling stage and the water tank (though the latter was never re-erected) and the extension of the platform, the cost being £450. A tender from Mr J Clinker of £950 was accepted

on 4 July for the new brick goods shed and office. The only modifications to the track plan were the addition of a third goods siding and the extension of the former engine shed siding to create a bay platform. All alterations to the terminus appear to have been completed during 1900.

An official LB&SCR drawing dated 1 January 1900 in the author's possession shows the bay platform with an extended canopy but with the original short platform with the water tank at its end and the goods yard as yet unaltered. Perhaps this was the intention in 1899 but the Committee Minutes[13] prove that the plan and the date are incorrect: work did not begin until March and the changes were carried out almost simultaneously. Why was a bay platform provided? Photographs show that for many years it was only used for the purpose of storing spare stock and there was no provision in the pre-1923 timetables for two passenger trains to be in the terminus at the same time. In August 1870, Furniss arranged with the LSWR for special excursions to be run daily from Portsmouth to view the summer encampment of the Hampshire Rifle Volunteers[14]. Otherwise no evidence has come to light for through excursion trains to Hayling Island in the 19th century and access to the main line at Havant was awkward until the modifications of the late 1930s. Press reports of later encampments state that the troops travelled by timetabled train or disembarked at Havant and proceeded by road.



The fourth photograph from a postcard circa 1904 clearly shows the new ticket extension, still with herringbone brickwork. The finials on each gable have disappeared, as has the end window. The whole wall has been clad in grey slate, though this, the ticket office and the 'water tower' were clad in red tiles shortly afterwards; these survived until closure. The main chimney has been reduced in height and an additional chimney provided for the new ticket office. The extended canopy is very evident, two new starting signals have been installed and the new

goods shed and the repositioned coal stage can be seen to the right. A new signal cabin, to a later LB&SCR design, can be seen at the end of the platform. The enginemen's mess cabin, prominent in 1950s photographs beside the bay starting signal, was almost certainly the original signal cabin: apart from a modified window facing the station it was identical to the cabin at Langston and a similar cabin appeared in an early photograph of Rudgwick. The five coach branch train has been strengthened with two additional Third Class coaches at the front and the date may be Whit Monday 1904[15].

Footnote: on 5 May 1904 the *West Sussex Gazette* announced that *the LB&SCR is to strengthen the swing bridge at Langston, after a decision to run main line trains to Hayling Island*. Had that occurred then the history of the branch would have been very different and rather fewer 'Terriers' might have survived into preservation.

1. Print at the National Railway Museum Ref.1977-7543
2. Alan Bell in conversation with Peter Drury
3. Published by the Locomotive Publishing Company in 1927, reprinted David & Charles 1971. ISBN 0-7153-5318-7
4. *Locomotives of the LB&SCR* Volume 1 by Don Bradley published by the RCTS
5. *The Hayling Railway* by Peter Paye. Oakwood Press
6. Private correspondence with Ian White. Board Orders 11 May 1870 National Archives *RAIL* 414/254
7. Photograph 683/63 reproduced courtesy of the National Railway Museum/Science & Society Picture Library
8. *Branch Lines of the Southern Railway* Volume 1 by Reeves and Hawkins. Wild Swan
9. Private correspondence with Ian White
10. By kind permission of Roger Nash
11. By kind permission of the Outen family
12. Private correspondence with Geoff Smith
13. LB&SCR Engineering Committee Minutes (1882-1923) transcribed by E Hart
14. *Hampshire Telegraph* and *West Sussex Gazette*
15. *Branch Lines to Hayling*, Middleton Press
16. Crown Copyright 1896. Image from the Map Library of the University of Portsmouth

Acknowledgment is given for the help given by Peter Drury.

Presentation to an Esteemed Guard

On Monday, Robert Outen, who after thirty-five years in the service of the South Coast Railway Company, has been compelled to retire owing to ill health, was presented by Lord Robert Bradenell Bruce with a purse containing £61, subscribed by the residents and visitors of Hayling. Outen was guard on the Hayling train for 20 years, and the handsome testament was subscribed for as a mark of appreciation of his services. The testimonial is the largest ever subscribed in the Island. The purse, which was of dark green leather, was embellished by a silver plate, with a suitable inscription. It is almost needless to say that the recipient was delighted with his handsome present.

Hampshire Telegraph, 20 May 1899

Robert Outen's LB&SCR employment record:

13 October 1863 – Porter at Havant station. Badge No 1857. Pay 15s. (75p)

1 January 1865 – Pay increased to 16s. (80p)

24 December 1870 – Now a shunter at Havant. Badge No 1021. Pay £1 1s. (£1.05p). Robert gets a clothing allowance

12 March 1879 – Promoted to a guard on the Hayling branch. Badge No 108. Pay £1 4s. (£1.20p)

31 March 1890 – Now a passenger guard. Badge No 205. Pay £1 4s. (£1.20)

(Robert Outen was the author's grandfather's uncle. Herbert Outen was related to us both.)

THE HAYLING ISLAND OYSTER TRADE

Richard Barton

The Hampshire Telegraph reported an alarming accident at Hayling Island Station on the 31 October 1892. The engine normally employed on that branch was returning from repairs at Portsmouth. On arrival at Havant it was attached to four 'waggons' loaded with oysters from Whitstable and a brake-van. The coaches forming the branch train were standing in the platform at the Island station when the brakes of the incoming goods train failed to act because of the slippery rails. The empty carriages were badly damaged in the collision, the brake van had its buffers broken and was knocked about and the engine was slightly damaged. The carriages were removed to a siding and the 8am departure was made up of a third class coach and a guard's van.

The collision cannot be traced in the Board of Trade Accident Reports. The locomotive could have been the Kitson 0-4-2T Bognor, which was not scrapped until 1895, or one of the four Terriers, recently allocated to Fratton. The shipment is interesting for another reason, as it is the only evidence of a 'goods' train to Hayling: all other references and later photographs are of mixed trains, with wagons attached to the rear of passenger trains and protected by a guard's van in the rear.

Why were oysters shipped from Whitstable? Oyster dredging in Langstone and Chichester Harbours had been carried out for centuries but over-fishing of the natural oyster beds had severely reduced stocks by the middle of the nineteenth century. The arrival of railways provided a fresh impetus to the trade. When the Hayling Railway, prior to completion, decided on a revised route slightly inland, the foreshore behind the intended railway embankment was leased for oyster production and the South of England Oyster Company built a number of oyster lagoons close to North Hayling station.

A newspaper article in 1889 provided the answer to the Whitstable connection. Oyster "seeds" or "sprats" were imported from France and spent their first winter at Hayling Island. They were then shipped by rail to Whitstable, where the summer "growing-on" conditions were better. The oysters were returned before winter to Hayling, where there was greater protection from ice and from winter storms. This annual movement of oysters continued until their fourth summer, when they were transported to Kent and sold as 'Whitstable Oysters'. The article describes the consignee as Mr Gann: William Gann was listed in the 1901 and 1910 censuses for Hayling Island as being an oyster merchant but he came from

Whitstable, where his father was a wealthy ship owner, who set up the Seasalter and Ham Oyster Fishery Company soon after 1859. William had three brothers in Whitstable who were ship owners and it may be that some of the oyster trade was carried by sea.

Details of two more oyster shipments have come to light. LB&SCR telegraphic messages of the 4 November 1893, in the possession of Geoff Smith, concern the whereabouts of three wagons of oysters consigned from Whitstable to a Mr Gann, with timings of goods trains given via Redhill, Brighton and Havant. The wagons Nos 6680, 6769 and 4064 have been identified by Dan Garrett of the SECR Society as being high round ended SER wagons. 4064 was built by Brown Marshall in 1863-4 and the other two by Craven or the Midland Railway CWW in 1881. For 7mm modelers Dan Garrett's kits are ROW63 and ROW77.

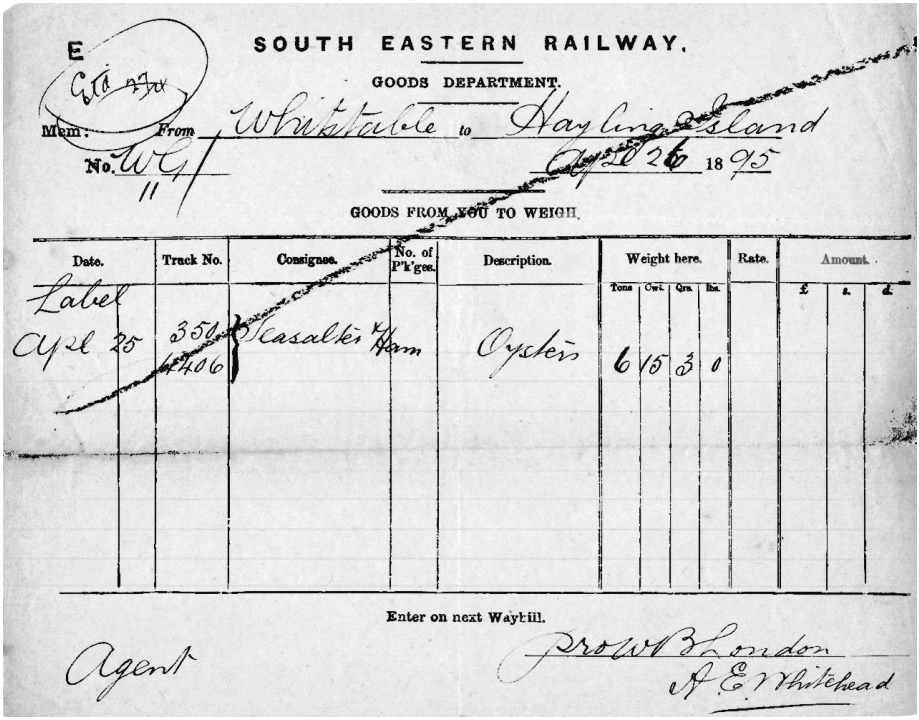
The author's namesake, the Chairman of the SECR Society, has an SER Goods Department memo of the 24 April 1895 detailing trucks Nos 350 and 4406, which were loaded with 6 tons 15 cwts and 3 qrs of oysters from the Seasalter Farm. Wagon 350 was probably a SER coal wagon with low arc ends, used for general traffic by this time but 4406 has yet to be identified. It is likely that the despatching company, the SER, would provide the wagons, unless an LB&SCR wagon was in the vicinity. Simon Turner has confirmed that number 4406 would be correct for an LB&SCR Open "A" of the period.

Geoff Smith has an extract from the Weekly Special Traffic Notice No. 15 for the week ending 18 April 1906 giving timetabling for oyster shipments from Whitstable "as required". Unlike previous shipments the routing was via Redhill and Horsham It read as follows:

374 Oysters, Whitstable, S.E.&C.R., to Hayling Island. – Trucks of Oyster from Whitstable, S.E.&C.R, to Hayling Island, may be expected to reach Redhill Junction about 2 a.m. The Vehicles will be sent forward to Three Bridges by the 12.35 a.m. Lillie Bridge to Brighton, from Three Bridges to Horsham by the 3.5 a.m. (which must connect with the 12.35 a.m. from Lillie Bridge), from Horsham to Havant by the 1.0 a.m. Willow Walk to Portsmouth, and from Havant to Hayling Island by the 10.30 a.m. Train.

Redhill Junction to advise Three Bridges when this arrangement is required. (T.T 4,233.)

The Hayling Island oyster trade has not been fully researched and there is conflicting information. It is unclear how long this twice yearly movement of oysters continued and the 700 tons quoted for the year 1888 was a large trade for a small branch line with limited freight handling capacity before 1900.



SOUTH EASTERN RAILWAY.

GOODS DEPARTMENT.

Mem: From Whitstable to Hayling Island

No. 11 April 26 1895

GOODS FROM YOU TO WEIGH.

Date.	Track No.	Consignee.	No. of P'k'ges.	Description.	Weight here. Tons	Cwt.	Qrs.	lbs.	Rate.	Amount. £	s.	d.
Label April 25	350 406	Seasalter Ham		Oysters	6	15	3	0				

Enter on next Waybill.

Agent

Prow Bros London

A. E. Whitehead

Extract from the Weekly Special Traffic Notice No 15

The following photograph taken at Whitstable Town station shows how the oysters may have been transported. Small baskets or barrels would have been easy to handle at the terminus. A press article of 31 December 1892 reported:

During the last few months Mr. William Gann has had brought to South Hayling between 16 and 17 million oysters. The bivalves had been dredged from their summer quarters at Whitstable and sent to South Hayling via Redhil,l over the lines of the South-Eastern and London Brighton Railways, the journey to the oyster beds, about 2½ miles distant, being completed by waggons. The oysters will remain in their present position until April, when they will be returned to Whitstable for the summer.

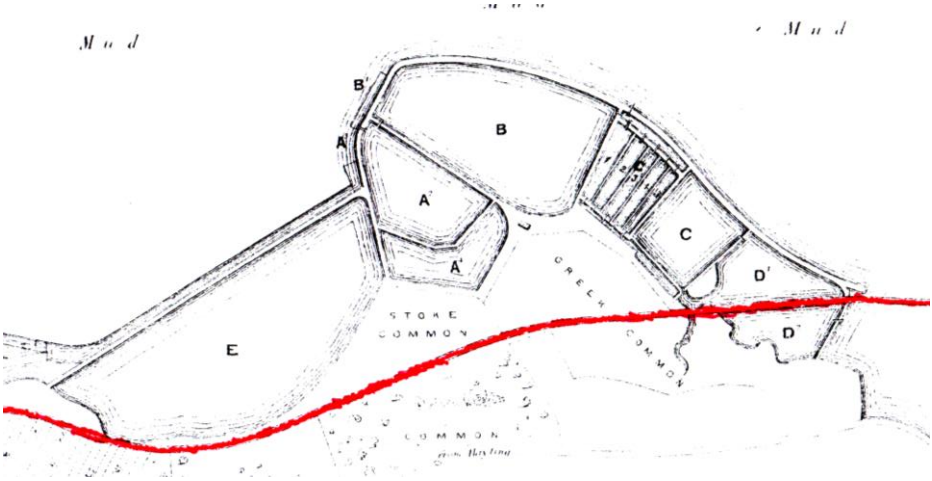
This was probably to Mill Rythe on the east of the Island. By 1907 a siding and oyster platform had been added near to the North Hayling lagoons but they are reported as being out of use by 1925. In his History of Langstone Harbour Ronald Tweed describes a second oyster bed, just to the south at Cockle Rythe, which had a line of rails running out to the beds. He quotes no evidence for this and does not explain whether the rails were connected to the branch line.

Whitstable Town station. Douglas West Collection courtesy of Whitstable Museum.

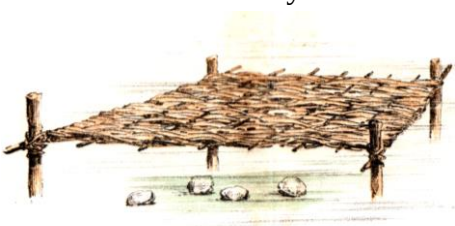
In conclusion, there is evidence of oyster shipments by rail between Whitstable and Hayling Island from 1888 to 1906 but none for shipments in the opposite direction. It is probable than the twice yearly movement of oysters was short lived and proved to be uneconomic. The 1895 and 1906 shipments being in April suggest that they were to restock the Hayling beds: oysters for over-wintering would have been sent in the autumn. Small quantities of oysters are still dredged in Langstone and Chichester Harbours but the trade never fully recovered after 1902. In this year The Very Reverend Stephens, the Dean of Winchester attended a mayoral banquet, in Winchester, where he consumed some oysters. Unfortunately the beds, in Emsworth where the oysters were sourced, had been contaminated with raw sewage. Consequently, many of the guests, including Stephens, contracted food poisoning. His death in Winchester deanery, on 22 December 1902, about six weeks after the banquet, was attributed to eating these oysters.

Thank you to everyone who contributed information for this article, including John Bayes of Seasalter Shellfish (Whitstable) Ltd. Further information on this interesting trade would be most welcome.

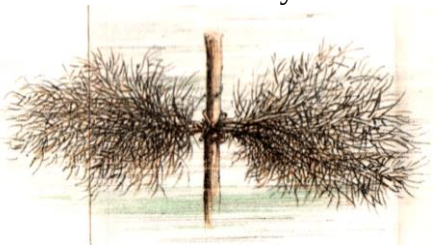
Oyster Farm of the South of England Oyster Co., Limited.
North Hayling Island



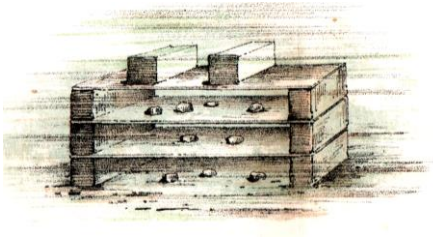
Plan of the oyster farm and the route of the railway



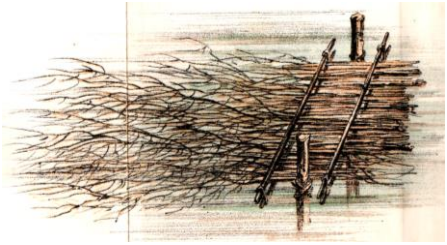
Hurdle



Fascine



Slates



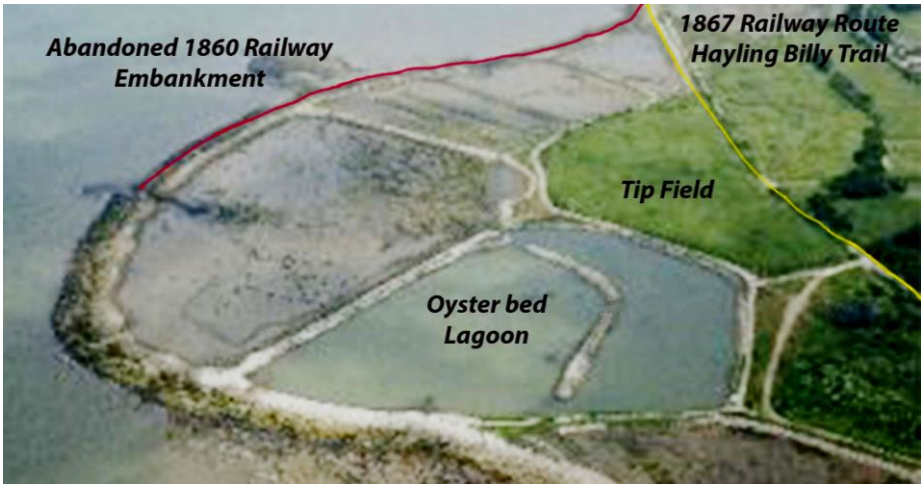
Looe

Types of collectors used at Hayling Island

Extracts from a report entitled *The State of the Oyster Fisheries in the British Isles* circa 1880.

The Oyster Beds and Hayling Billy Trail

Peter Drury



Aerial view of the oyster beds taken in 2004. *Havant Borough Council*

The 1860 Act of Parliament authorised construction of the Hayling branch line with part of the route being carried on an embankment off the west coast of Hayling Island to a new port to be constructed near the Hayling to Portsmouth ferry. See map on page 10.

In 1864 the South of England Oyster Company leased some of the reclaimed mud flats at the north west of Hayling Island, with the railway undertaking the provision and maintenance of sluices through the embankment. Only 170 yards (155 metres) of embankment were completed with this part of the works being abandoned in 1865. This led to a dispute between the Railway and Oyster Companies. A 'gentleman's agreement' was reached allowing the railway to be re-routed along the existing western coastline. This dispute was only formally settled in 1874 (7 years after the railway opened).

The Oyster Company ran a fairly successful business until the early 1900s. The railway provided a siding for the bi-annual movement of oysters between Whitstable (Kent) Oyster beds and the Hayling Oyster beds.

Havant Urban District Council purchased the Oyster bed area and the Hayling Railway land creating a household rubbish facility in what is now known as the tip field and highways depot. The latter two facilities were transferred to Hampshire County Council in 1974 when tipping ceased.

In the 1980s another company was set up with the intention of reviving the oyster farming industry. In order to do this they needed to re-construct the bund wall to enclose the area so they advertised the site as a free tip for building material.

However the venture failed and the council was left with a potentially dangerous structure, the majority of which needed to be removed.

To address the issues, Planning Consent was received in 1995, to remove the alien material from the bunds and a non-contractual partnership was set up between the two councils, English Nature, RSPB and Hampshire Wildlife to safeguard the environmental issues of the work.

The work was completed by 1997 by crushing the material on site and making the bund walls safe. Also included was the construction of a sea water lagoon with two weirs allowing the exchange of water at high tide. The lagoon was constructed by combining two bays and using the surplus material to create two islands. The whole area was landscapes to form the North Hayling and Hayling Billy Nature Reserves we see today. The project was awarded a Millennium Product.

The lagoons have become an important breeding area for ground nesting seabirds, in particular for Common Tern, Oystercatchers and Mediterranean and Black-headed Gulls

Mixed flock, Common and Little Tern over the Oyster bed lagoon in 2010 before migrating to Africa. This area, along with the rest of the Hayling Billy Trail, provides a rich source of flora and fauna which is being safeguarded for the future. For more information on the history of the line and oyster beds visit www.haylingbillyheritage.org.

Look out for these birds on the Oyster beds and Hayling Billy Trail. *Peter Drury*.

Grey Heron (Ardea cinerea) feeding at the mud flats north of the Oyster beds

Sandwich Tern (Sterna Sandicensis) Colony on north island

First year juvenile Black-headed Gull (Larus ribibundas). At this stage some would argue their plumage is more attractive than at the adult stage.

Great Tit (Parus Major)

Common Tern (Sterna hirundo) Parent protecting fledgling (on the water below).

Oystercatcher (Haematopus ostralegus). Adult (L) fledgling (R) on South Island Oyster bed lagoon.

Greenfinch (Caeduelis chloris)

Dunnoch (Prunella modularis)

Memories of the Hayling Billy Line”

Betty Marshall

So many people in Havant know ‘The Billy Line’, and it is well used as a pleasant secluded walk from the centre of Havant to the Langstone foreshore. The purchase and construction of this path must be one of the Borough Council's actions for which there can be nothing but praise. But of all the people who walk there how many know what it was actually like to take a trip on the little steam train, the Hayling Billy, which gives the path its name.

The line was in use for almost exactly one hundred years from 1867 to 1963. The train was pulled by a Stroudley Terrier engine and usually consisted of two carriages, though on fine summer days three might be needed, or on exceptional occasions four; though this was not encouraged as it was felt that the trestle bridge over Langstone Harbour might not be able to take the weight too often. During the Second World War the Southern Railway ran through trains from Hayling to Portsmouth; on Saturdays only, conveying the soldiery bent on an evening's entertainment. These were of eight coaches, well laden, and between Hayling and Havant had one Terrier at the front and one at the back.

During the twenties and thirties, with my family living in Denvilles and our grandparents on Hayling, I was a frequent traveller on the Hayling Billy. We lived in Third Avenue, Denvilles and the first part of our outing was the walk to the station. The ramp bridge joining Third Avenue and Eastern Road was not built until the Waterloo line was electrified in 1938, so to get from Third Avenue to Havant Station we had to start walking away from Havant, east along Third Avenue and up Fourth Avenue to reach a foot crossing over the line, situated where a now seemingly pointless small road goes from Fourth Avenue to the railway line. We often said how useful a bridge built at the end of Third Avenue would be, but of course, by the time it was built, we had moved.

There was a signal box situated by the foot crossing and from this the gates at the crossing were locked when a train was approaching. The crossing, officially designated Havant North, was always known to us as the ‘Dolly Gates’ because the signal man, who lived in a cottage at the west side of the crossing, was Mr Dolly. His name created confusion in my childish mind so that I expected him to have a round wooden head and a painted face like Mr Noah in my wooden Noah's Ark.

Having crossed the line, we did at last turn to walk towards Havant, along the bridle path which had the railway on one hand and Brown's cabbage patch, now

occupied by Kenwood's factory, on the other. This may have been part of an old route from Havant to Westbourne. Certainly it must have been an established right of way when the railway was built, for a crossing to have been provided there.

On old deeds Fourth Avenue is marked as Bridle Road and led to a path, lost now in modern development, which crossed fields to emerge on to Southleigh Road just west of South Leigh Farm. What I chiefly remember of the bridle path by the railway is that it was the coldest place I knew when a north wind was blowing. Down the bridle path we went and then past the cemetery and on down Eastern Road. We always went along Eastern Road rather than down New Lane and along Waterloo Road because using New Lane involved crossing the Hayling line level crossing. This was not advisable if you were catching the Hayling train as the crossing was usually closed all the time the Hayling train was standing in Havant station to allow for the manoeuvre known as 'changing ends'. It was always essential that the little Terrier engine should be pulling its carriages, not pushing them. There must have been some good technical reason for this as the little engine which operated the train running a shuttle service between Portsmouth and Chichester, known as the Chichester Flyer, worked quite happily at the front, the back or in the middle of its two carriages. But the Hayling Billy had to pull, although the engine itself need not turn round and must have done half its mileage in reverse. Whatever the reason, both at Havant and at Hayling, the engine was uncoupled from one end of the carriages, shunted back past them and re-joined at the other end ready to start its next journey. So our route to the station was always by Eastern Road and should we be a little late for the train, was accompanied by anxious discussion as to whether the smoke from the engine meant the Billy had just come in, was changing ends or getting up steam ready to leave.

At this time, before 1938, the old Havant Station lay to the East of North Street and there was a level crossing just west of the station to allow the traffic to pass over the line and on up Leigh Road, then the main road out of Havant to the north. There was always the chance that these gates also might bar our way as the entrance to the station and the ticket office was on the south side of the line, but these gates were operated more promptly than the Billy line gates and we were seldom so late that we could not wait for them to open. Then we bought our tickets (8d. return for adults, 4d. for children; i.e. about 3p and 1p in modern money – can you imagine how far that fare would take you now?). And so on to the platform with recognition and greetings from the ticket collector and porters, to see the train waiting. There were two guards who shared the duties on the

Hayling Billy. One of them, Sam Walder, was used as the model for "Sunny South Sam", a famous Southern Railway poster in pre-war days. Certainly they were both cheerful men who knew all their passengers and it was common if a regular was missing from his usual train for the guard to ask the driver to hang on for a minute whilst a porter was sent to see if the missing traveller was in sight.

We walked up the train to find an empty compartment – a necessity for our size family – and then, when the door was opened, and only then, came the shout of, 'Bags seaside door window!' and "Bags bunnyside door window", magic incantations which will be explained later and which were invalid until the actual moment that the door was opened. In we got and settled ourselves, if we were in good time waiting for the bump which signalled that the engine had arrived at the front of the train after changing ends. Then there was usually a short wait while final checks were made and possibly main line trains had to arrive to connect with the Hayling train. Then there would be a shout of, 'Any more for Hayling?' from the guard, a shake of the head from the ticket collector, then the guard would blow his whistle, wave his green flag and the train would be off. On at least one occasion only the engine would be off – the crew having forgotten to couple up the train – and travelled all the way to Langstone before the dreadful omission was discovered.

Out of the station over the level crossing the Billy would go, then the wheels would squeal as the train took the tight curve into the cutting leading to the bridge under East Street. This curve was the second reason – the first being weight – why only the Terriers could be used to pull the Hayling train, as only their short wheel base could take the curve – and even they had to go slowly and the wheels would protest loudly at the pressure on the rails. I seem to remember that at quite frequent intervals a gang of men with crowbars would have to lever the rails back into their correct position as the constant pressure on the curved rails would force them out of true.

Through the cutting the train went, giving us an odd view of the backs of the houses in Bellair and Beechworth Road, under the road bridge, then under the footbridge which served the footpath from the town centre to Wade Court and on to Warblington. Then the train ran close beside the Lymbourne stream, then in full use for watercress growing, and the original footpath still there – was fitted in between the railway and the stream.

There was, of course, no by-pass, and once the houses of Lower Grove Road were passed, the line ran through open fields to the end of Langstone Avenue, then past the gardens of the last houses in Langstone Road, over the main road by

a level crossing, to stop at Langston Halt, just beyond the road. Notice how I have spelt ‘Langston’. This is how the railway always spelt it on the station and on their tickets; and although the experts now say it should be ‘Langstone’, with Farlington, Bedhampton and Warblington spread along the north shore of the harbour, a logical case could be made for the derivation ‘Langs-ton’. If it is ‘Langstone’ where is the stone to which it refers?

However, to return to our trip on the Hayling Billy: At Langstone the road and the railway did not cross at right angles so that the gates were exceptionally wide. They were opened and closed by the crossing keeper who lived in one of the pair of weather boarded cottages just south of the level crossing. These are eighteenth century cottages so that they predate the railway and probably helped to determine just where the railway crossed the road. The crossing keeper was alerted by a bell when the train left Havant so that he could open the gates for the train in good time. But he was also the porter, ticket collector and everything else necessary for the running of the halt and as he always saw the train on its way before opening the gates for the road traffic there could be some long delays for any vehicles waiting. This did not matter in pre-war days as there was little road traffic and anyone waiting was quite happy to gossip the time away. But the traffic jams the level crossing caused in later days were another factor in deciding to close the line.

In the twenties the halt was at times quite busy with passengers using it to start and finish their journeys to Portsmouth, Chichester and even London, and there could be bags of cockles and winkles and other parcels to be transported as in those days the railway was the quickest and most reliable way of sending goods and packages. Certainly there was always time for us to admire the vegetable garden which the railway man cultivated beside the line; a model of neatness and productivity.

When all the transactions were over the Hayling Billy would start again, running for a short distance between houses and trees, then bursting into the open just before crossing the bridge. Whatever the state of the weather and the tide this moment always had the effect of coming out into the light and space which always brought excitement and a lift of the spirits. On days when the sun was shining and the tide high, the light was dazzling as the train went slowly towards the bridge. It didn't do for the faint hearted to lean out of the window as the train went over the bridge because I cannot remember a time when the bridge did not creak and groan as the weight of the train passed over and there seemed so little protection between the train and the sea.

We used to discuss, in an academic way, whether it would be better for the tide to be out or in if the bridge should give way. The majority verdict was that it would be better to swim than flounder in the mud – think of the smell! There was a small signal box perched on the bridge, which contained the mechanism whereby a small centre span could be swung open to allow the passage of boats. This must have been frequently used when the bridge was first built when barges were still using Langstone. But even by the twenties there was very little seaborne traffic coming that way. The old road bridge had a similar opening span in it and the only time I can remember seeing the bridges open to let a boat through was on the Queen's wedding day when I sat in a waiting bus watching the bridges open and listening to the ceremony on a portable radio.

It was after the bridge had been crossed and the' train had reached the Island that the meaning of the expressions ‘seaside door window’ and ‘bunnyside door window’ could be understood. Whoever had been successful in their "bagging" could stand either at the window facing the sea or at the one facing towards the fields, where, at the right time of day, families of rabbits could be seen feeding at the edge of the track.

It is only in memory that one appreciates, as a child would not fully realise, that the four miles of track down Hayling must have been one of the most beautiful stretches of line in the country. Looking West the line first passed some old oyster beds or salterns, perhaps both, though the oyster beds probably fell into disuse at the same time as the Emsworth oyster trade collapsed. From here to North Hayling Halt the track ran close to the edge of the island, so close that a chalk wall had to be built beside it, as on stormy days the high tide could encroach on the line. The view was across the open stretch of Langstone Harbour to the skyline of Portsmouth, dominated then by the tower of St Mary's Church, the spire of the Guildhall, (then the Town Hall) and finished with a pinnacle that was not replaced when the bomb damage was repaired. And in the background, what we called the ‘dickey bird’ – the big dockyard crane; in shape something like a gliding bird. The harbour was full then, as it is now, with bird life; waders exploring the tideline and seabirds on the water. On each trip the view was different with constant changes in light, tide and season.

On the other side of the train the view was over the fields and copses. Hayling was much less populated than it is now, the houses for the most part being confined to the old hamlets, of which Northney and Stoke could be seen across the fields. But the marvellously fertile soil was always well farmed and because of the helpful climate it was often possible to get three crops a year from the arable

fields and the cows always looked sleek and well fed. Between these two lovely views the train would halt at North Hayling. This was never as busy as Langston as there was no commercial traffic, but it was well used, particularly by those people going on by the main line. Then on the train went between the fields and the sea towards the end of our train journey. At last the train pulled into Hayling station, quite a substantial terminus with a goods yard with coal and other trucks bringing Hayling its supplies. One train in each direction every day would have trucks coupled on behind the carriages to take the goods to and fro. I can't remember that there was any means of checking the weight though I think there must have been; but I do remember the height gauge through which the trucks had to pass to make sure they could get under the bridge under East Street. There was a small trestle platform beside the sidings at which the engine could load up with coal, huge lumps that were stacked in the tiny bunker at the back of the engine. I can't remember any means of filling the side tanks with water at Hayling though at Havant there was a round water tank on a metal frame about fifteen feet high which provided water for re-filling the engine through a large pipe, with, I think, a leather flexible pipe which was put into the engine tank. The flow of water was controlled by a wheel, and, very tidily, there was a grating beside the pipe to drain away any spillage.

Having got to Hayling we would have to finish our journey on foot to my Grandparent's house, leaving the Hayling Billy to change ends again and return to Havant.

When we grew older, my mother took over the running of one of the cafes and the whole family moved over to Hayling for the six months from Easter to the end of September. By that time my brothers and sisters, all older than me, were going to school in Petersfield; the boys to Churcher's College and the girls to the County High School. They had to catch the 8.11am train from Havant so I suppose they had to leave home at about 7.20am to walk to Hayling station and catch the Billy to Havant. As I was still going to school in Havant I left about an hour later to catch the next train, and I clearly remember on the day the General strike started, meeting the rest of the family walking back from the station as I went towards it as there were no trains running. To us it was a glorious extra holiday but the worry of the adults did penetrate to us. It was so difficult to know what was happening with only the news-sheets and a very erratic crystal radio to keep us in touch. I suppose the early start and long journey to school would be unacceptable nowadays but I cannot remember that we ever found it a burden. There must have been wet days but my chief memory is of the freshness and light of those summer

mornings with the song of the skylarks as we crossed the common. Then the bliss of coming back to Hayling in the afternoon which started when we got on the Hayling Billy at Havant, increased as we came out to the sea at Langstone and reached fulfilment when we got home, changed into swimming things then into the sea for a bathe before tea. The bathe had to come before we ate as the rule of waiting for an hour after a meal before bathing was rigidly enforced and that meant too long a wait for a swim.

As time went on and we became more independent we used all sorts of methods to get to Hayling; the bus, cycling, motor cycling and walking. Walking was a particular favourite as the roads got busier, because by using footpaths and West Lane we could avoid the traffic and if we really stepped it out it was possible to go from Havant church to the beach in a little over an hour. But the journey on the Hayling Billy never lost its charm. Even when we had all left home to follow various careers we still returned frequently for weekends and holidays, usually travelling home by train so that the last part of our journey to our Hayling home was on the Hayling Billy.

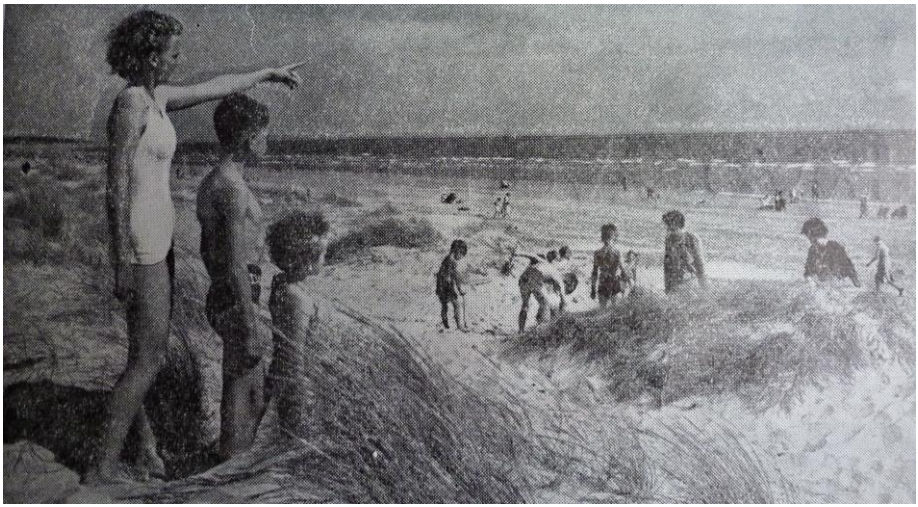
These days were brought to an end in 1940 after Dunkirk when the front at Hayling was made a restricted area and the beach was barricaded with concrete blocks and iron scaffolding with rolls of barbed wire between and the cafes on the sea front were boarded up.

By the time the war was over most of us were married with families of our own but the pull of Hayling was still strong and we bought a beach hut so that we could still have a base there. We began to introduce the next generation to the delights of travelling on the Hayling Billy. The journey with small children was made easy because prams and pushchairs were packed into the guard's van and the luggage racks were packed with bags of food, buckets and spades and swimming costumes and towels. One traveller to Hayling remembers the highly individual smell composed of burning coal, steam and hot engine oil. The sound of the Hayling Billy was also an individual one. At rest the engine sounded like a very large dog panting and when running its puff was quick and staccato, very different from the heavy whoosh of the Schools class engines which hauled the main line express trains. As for the song of the wheels, on the way back from Hayling they seemed to say: *We haven't been to Havant and we Haven't got there yet.*

It was in the years just after the war that the Hayling Billy really had its heyday. Petrol was rationed so that cars were not much used for pleasure trips, but everyone was glad to be able to enjoy the sea in peace again. There were summer days when it seemed impossible that all the people waiting on the platform at

Havant could get into the train but somehow they did though there were times when there were rows of children sitting in the luggage racks. It has been reported that in August 1961, 32,176 passengers travelled to Hayling and on one Sunday that month 7,000 travelled. It was in these years that by a triumph of organisation two trains an hour were run in each direction. As the journey took 15 minutes this involved a complicated system using three engines and two sets of carriages. This meant that time could be saved over changing ends and also one train in each direction in each hour would do the trip non-stop. This caught out many an unwary traveller to Langstone. They would be carried willy-nilly to Hayling and there, would have to be careful not to be taken back straight to Havant without stopping; though I do remember one traveller who asked the guard if this train stopped at Langstone being answered: *Yes, if you want to get out there.*

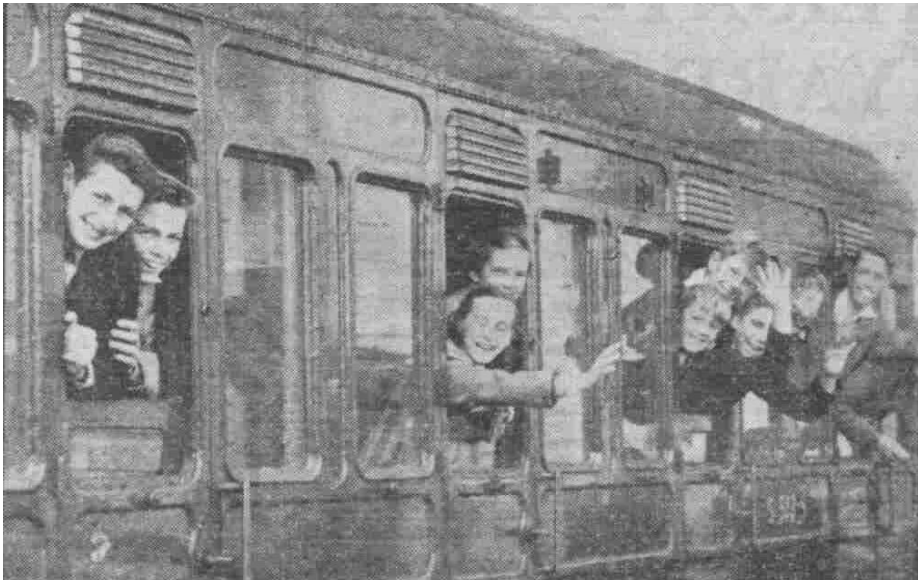
This was the spirit in which the Hayling Billy was run – though it wasn't true that you could pick flowers from the train as you went along. I suppose it had to close in 1963 because it would be difficult to justify the cost of re-building the bridge and the poor little Terrier engines were worn out. But it was a lovely way of getting to Hayling, and if you want to get something of the feel of it try walking the length of the Billy line from Havant to Langstone and then from south of the bridge down the west side of the island to where the station stood. It's a much better way to get there than queuing in a traffic jam.



The final destination – the sea and, at that time, sandy beach.

Mural of the ‘Hayling Billy’ on the wall of the Langstone Road flyover. The Lavant Stream flows past in the foreground.

Taken to School by ‘Billy’



Hayling Island school children leave Havant to go home. *The News*, 16 September 1955.

For nearly two weeks, since schools began the winter term, the Hayling ‘Billy’ steam train linking the island with Havant has resounded with the merry shouts and laughter of more than 100 children who now attend the new Secondary Modern School at Warblington.

Before, the children comprised the third and fourth year senior forms of Hayling Council School.

When the County Education Authorities reorganized schooling in the Havant area, Hayling Council School managers expressed concern over the transport arrangements. The managers wanted as many children as possible to travel to the new school by train instead of by bus via Langstone bridge, where passengers have to alight when the bus is full, to lessen the weight

The managers' wish was granted and now all but three children who live in the north part of the island and use the bus travel to school by train.

To enable them to reach school on time the time-table has had to be slightly altered. Three of the early morning trains leave Hayling five minutes earlier, and an extra coach is coupled to the usual two carriages.

For many children the journey to school is quite an adventure Some are picked up by a regular school bus from Eastoke, Mengeham and Holly Lane and taken to South Hayling Station, while others have passes enabling them to travel on Southdown buses to the station.

Mr C. R. Green, head master of the Hayling Council School, said that he and the school managers considered the train much better and safer, because it avoided the difficulty of the bridge. If the children could have gone all the way by bus without a stop the train would not have been needed, he said, but the bridge in the winter was dangerous for children to walk over,

It is certain the children do not mind the double journey of bus and train, and they are causing no inconvenience to the railway staff.

Mr Reg. Edwards, Station Master at Havant, said that the children were bound to get a bit excited as they first became used to the train, but they would quieten down.

Hampshire Telegraph Report

Most local people know of the delights of Hayling Island with its rural atmosphere and stretch of sand, but not all who have recently moved into that district are aware of the additional delights to be obtained by making the journey by rail.

The Hayling Billy, as it is affectionately known, is very much a part of the Hayling scene, and it comes into its own at this time of the year as it sails

majestically past the lines of traffic waiting at the Langston level crossing and toll bridge.

There is something musical about the distinctive puff it emits from its caged-top smoke stack, a puff which can be heard at times above the roar of traffic as far away as Bedhampton and Emsworth, according to the wind.

There is something 'Emmettish' about this gallant little 0-6-0 engine, which pulling two coaches or more, makes the round trip in less than half an hour, but it is the delight of small boys and it has achieved renown by its inclusion in the *Trainspotters' Handbook*.

On a normal weekday only one engine and set of carriages is in service but on busy Saturdays and Sundays two sets of three or four carriages with three engines are in use. For this the following operating system is used:

Billy I pulls out of Havant with train A. On arrival at Hayling, after the passengers have alighted, train A is shunted into the bay platform. Meanwhile Billy II leaves Havant with train B. On arrival at Hayling Billy I brings train A back to Havant while train B is shunted into the bay platform. After arrival at Havant Billy III takes train A back to Hayling and Billy II brings train B back to Havant. While at Havant the Billies take on water. Coal is taken on at Hayling and Havant. This working is carried out throughout the day.

For the last train from Hayling two engines bring both trains A and B back to Havant and then on to Fratton.

Thus, while the trains wait only at Hayling, the engines take it in turn to wait at both ends.

The enthusiast, too, knows that Billy's real name is the A1X Brighton 'Terrier' which was designed for short runs although capable of pulling a heavy load, as it does at the height of the season.

HOLIDAY TRIP

But one does not need to be a railway enthusiast to enjoy the journey. At this time of the year is essentially a holiday train and the journey is meant to be enjoyed.

It begins with the Beechworth Road cutting, runs alongside Lower Grove Road and then across Wade Park to Langston. There to an occasional passenger for or from Langston and North Hayling Halts, and the Billy's arrival calls for much activity on the part of gatekeeper - signalman - porter - ticket - collector, Harry Oldfield, of Emsworth.

When the train is signalled from the New Lane crossing box Harry goes into action. First the gates; and although he takes due care to give ample warning to traffic he usually manages to close the hand operated gates in 30 seconds.

The signals are then set at clear and Harry is smartly back onto the platform to receive the train and to collect tickets. There is no delay and as soon as the train is away Harry is back at the signal levers and opening the gates on the trot.

I can't run when I shut them, he says, *because I have to be careful of road traffic. But I can be as fast as I like when I open them after the train has gone. I usually do it in 25 seconds.*

THREE MINUTES

The whole process from the closing of gates to their opening again depends much on the time the train is required to remain at Langston Halt, but generally speaking it takes less than three minutes. In that time a considerable amount of traffic can accumulate, and to the motorist the waiting seems much longer. To the train traveller one of the delights is to have precedence over road traffic and to watch the cars pile up as Billy sails proudly past.

From Langston it is a seaside trip, trundling merrily across the swing bridge and watching the cars pile up again at the toll gate, and then along the west coast of the island with the waves lapping almost up to the rail track and with a magnificent view across Langstone Harbour.

To the landward the view to charmingly rural and the only sad thing is that one is just settling down to enjoy it when the train runs into Hayling station and there is the hustle of off-loading, the shunting and shuffling and the pulling out of train's twin for the journey back to Havant.

As at Langston, there to much activity in a few moments and then the station settles down to bask peacefully in the sun shine for another half an hour.

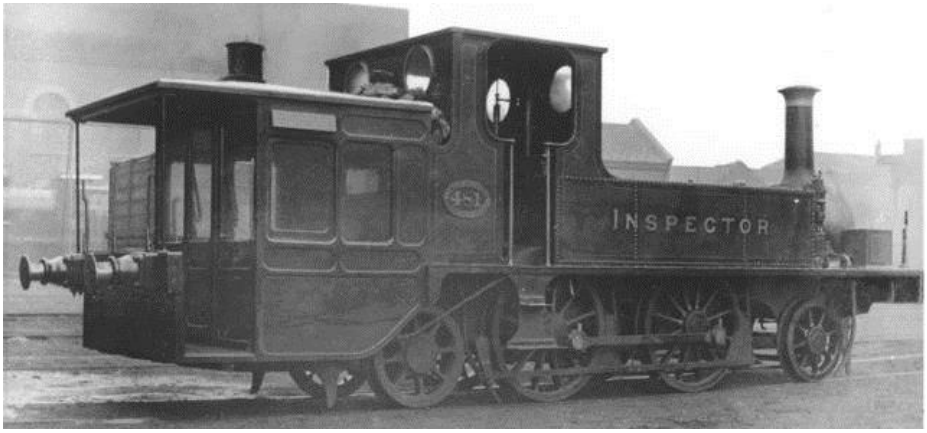
It was suggested at the Havant Town Map inquiry recently that the Hayling railway should be given up for a new road, but many will agree that it will be a sad day for Hayling if the Billy triplets ever ceased to run.

Colin Hayward's scale model of *Hayling Island* which ran on the Hayling branch from 1874 to 1889

No 481 *Inspector*

(Formerly No 96, No 115 *Hayling Island*, No 359 and No 499)

In 1868 the company purchased a second hand Sharp Stewart 2-4-0 Tank locomotive for £1,065, and it was utilised mainly on small branch-line and shuttle services. During 1889 William Stroudley re-built it as a 2-4-2 Tank locomotive with a private saloon at the rear for his own personal use when travelling around the Brighton system. In December of that year when the locomotive was 'in shops' Stroudley suddenly died thus not seeing the end result. When Robert Billinton took over as Chief Mechanical Engineer he decided to carry on the re-building project. In January 1890 it entered service in full Stroudley `Yellow Ochre` livery, with the rear saloon section painted in Mahogany livery lined with Gold. At the end of 1898, after travelling 283,789 miles, it was offered for scrap. Withdrawal came soon after in March 1899.



No 499 *Hayling Island* was transferred to Brighton Works for rebuild into the form seen in this photograph. The rebuild was completed in 1890 and it became No 481 *Inspector* as an inspection vehicle. It was finally withdrawn in 1899. *Colin Paul*

The model is built to 7mm FINE SCALE `O` GAUGE and is completely scratch built, except for the wheels, which are Slater's, and buffer shanks, which came from castings produced by Colin Hayward. The chimney and dome have been kindly turned for me by Cliff Pestor. It is fitted with a MASHIMA 1833 MOTOR and an S&D 40:1 gearbox for superb slow running. The chassis features double-beam compensation on the leading and front driving axles, whilst the rear wheels are sprung. *Text and photograph Colin Paul*

Fratton at Hayling Island

Richard Barton

The London Brighton & South Coast Railway (LB&SCR) owned two very attractive Sharp Stewart 2-4-0 tanks and full details of their histories are given in *Locomotives of the LB&SCR* Vol. 1 by Don Bradley. The second was purchased in 1873 and, in emerald green and numbered 53, it initially worked the Kensington shuttle service. The photograph below shows it engaged in construction work at Newhaven Harbour between 1875 and 1878. It had been repainted in Stroudley passenger livery in 1875 as *Bishopstone* and was renumbered 270: identification may have been by numerals painted on the buffer beams or possibly by a single brass plate on the bunker.

Photograph courtesy of the Colonel Stephens Museum, Tenterden

In 1878, No 270 was renamed *Fratton* and was sent to work the Hayling branch, joining its sister engine No 359 *Hayling Island*. It would have been fitted with sprung buffers, Westinghouse air brakes and possibly a new cab but no photograph of it running as *Fratton* is known to exist. It was renumbered twice before being withdrawn in September 1890, and sold as scrap for £164 to George Cohen & Sons. No photograph is known to exist of *Fratton* on the branch.

Bishopstone modelled by Richard Barton in 'O' gauge. In 1878 it was renamed *Fratton* for use on the Hayling branch and would have been fitted with sprung buffers and probably the cab would have been enclosed.

An 'O' gauge model of *Bognor* built by Peter Korrison and Richard Barton. It is shown in its early 1890s condition when it spent some time on the Hayling branch. *Richard Barton*

No 663, *Preston* and No 643, *Gipsyhill* on Fratton shed in the early 1900s, when they were frequent visitors to the Hayling branch. *Preston* was renumbered to No 663 in June 1901 and *Gipsyhill* to No 643 in April 1902 and both had their brass number plates removed and substituted with wooden ones with the numbers painted in gold. At some point after 1905 they were repainted in the Marsh umber livery and the lettering 'LB&SCR' replaced their names. *Richard Barton*

This was originally a ready-to-run model by DAPOL in 7mm Finescale. It was been dismanted, rebuilt and repainted in Stroudley livery as No 43 *Gipsyhill* by Richard Barton. It is in the condition correct for the period from 1890, when it worked on the Hayling branch, until renumbered as No 643 in April 1902. p

Richard Barton's models of early LB&SCR coaches dating from the late 1850s which might well have formed a Hayling train in the 1870s and 1880s. No 94 has survived and is currently awaiting restoration on the Bluebell railway.

Full Brake No 94

Third

First

Brake Second

Colin Hayward's model of Class A1 No 48, *Leadenhall*, which was based at Fratton. This class replaced the Sharp Stewart tank locomotives on the Hayling branch and remained in service until closure. This particular locomotive was one of the first to be withdrawn in 1901. The model was specially built in 1985 to go in Portsmouth City Museum for an exhibition on the occasion of the centenary of the East Southsea Branch. It was a Fratton engine, and, although I have never seen a photograph it would have almost certainly worked to Hayling. *Text and photograph by Colin Hayward.*

Colin Hayward's scratch built model of three Stroudley carriages typical of the stock used on the Hayling branch circa 1880-1910. Photographs indicate that a full brake carriage and a full third would normally replace one of the brake thirds. These compact three-sets were used on many local services throughout the system. *Text and photograph by Colin Hayward*

The coach is one of a range introduced in 1905 by Douglas Earle Marsh, which were nicknamed ‘Balloons’ on account of their high roof, and is in umber and white livery. Some of these were adapted for motor-train working with a driver's compartment at one end. A trailer of this type worked on the Hayling branch for a few years after 1907 but probably only in the winter months when traffic was light. It was unpopular because it only had third class accommodation. The builder and painter are unfortunately not known. *Richard Barton collection.*

Motor Train Working on the Hayling Branch

In January 1907 motor-train working was introduced between Havant and Hayling. This consisted of a specially adapted ‘Terrier’ engine and a third class only auto-train trailer coach. With this arrangement the coach was pulled as normal with the engine in front on the outward journey and on the return journey the coach was pushed by the engine at the rear. The driver would sit in a small compartment at the end of the coach and control the engine regulator and brakes by levers connected through the coach, the fireman remained on the engine. Initially this was a mechanical connection but in 1909 it was changed to a pneumatic system. The single class coach was not popular as it had insufficient accommodation for the ever-increasing traffic in the summer months so during this period the motor-train was replaced by normal haulage with the engine running-round the train at each terminal. In 1916 the use of the motor-train was discontinued completely. Also the running of mixed trains found the push-pull method of operation an inconvenience.

Clearly this introduction was not popular as the following report in the *Hampshire Telegraph* of 5 January 1907 shows:

At a meeting of the South Hayling Parish Council a lengthy discussion took place with regard to the present motor rail service between Havant and Hayling which was described as the most retrograde movement ever undertaken for the island. If it continued it would have a disastrous effect on Hayling as a seaside resort, the chief objection being that nearly half the car was occupied by the smoking department, ladies and children having to go through it on entering and leaving the car, and that as the connection between the smoking room and the other half was being continually opened the whole of the car was little better than a smoker.

There was not sufficient accommodation for luggage and on several occasions it had been placed down the centre of the car. When crowded the conditions were very unpleasant and particularly with the last train on Saturday night, one councillor saying that he travelled by this train and was glad he did not have his wife and children with him.

The abolition of the 2nd and 1st class would have a bad effect on the better class of visitor. Bookings by both these classes from Hayling are not now taken, passengers having to book 3rd from Hayling and rebook 1st or 2nd at Havant.

No 32646, *Newington*, on a low loader at Wickham ready to move to Hayling.

The Brighton ‘Terriers’ and those that have Survived

Ian Edwards

The first of these engines, out of a total of fifty, was built in 1872 to the design of William Stroudley, locomotive superintendent of the LB&SCR, to work the lightly laid South London Line, with its numerous closely spaced stations. The rapid acceleration of the ‘Terriers’ was a significant aid to timekeeping. They were also used on other suburban services, in particular on the East London Railway from New Cross to Whitechapel. As the weight of trains greatly increased towards the end of the nineteenth century many ‘Terriers’ were sent to work elsewhere and some came to the Hayling branch. Their minimum dimensions were:

Wheel diameter	4 feet
Boiler pressure	140 lbs (later 150)
Cylinders	13 x 20 inches (some 12 x 20)
Weight in working order	27 tons 10 cwt (rebuilt as A1X – 28 tons 5 cwt)

From 1911 onwards, many ‘Terriers’ (officially called the A1 class) were rebuilt with larger boilers and reclassified A1X. The engines in the Isle of Wight also had larger coal bunkers fitted.

All fifty of William Stroudley's 'Terrier' locomotives have a fascinating story to tell, none more so than the 10 members of the type which have survived to the present day on heritage railways and railway museums. Many are still in steam and working as hard now as they did in the days of Queen Victoria's Empire!

40 ***Brighton*** (1878) [32640]. Having been engineer William Stroudley's prized Paris Gold Medal winning exhibition locomotive, named after its prestigious birthplace, did not save this 'Terrier' from sale to the lowly Isle of Wight Central Railway. The Southern Railway later named it *Newport* after the Island's capital. Nationalisation found the now unnamed engine back in mainland service and a frequent visitor to the Hayling branch where it served until the 1963 closure when it was saved from the scrap yard by Billy Butlin. It was one of the three 'Terriers' restored for static display at his well known holiday camps and is now preserved at the Isle of Wight Steam Railway, Havenstreet.

http://www.iwsteamrailway.co.uk/

46 ***Newington*** (1876) [32646]. A much travelled 'Terrier'. Sold out of LB&SCR service to the neighbouring London & South Western Railway for use

on their Lyme Regis branch, the now unnamed engine was subsequently re-sold to the Isle of Wight's Freshwater, Yarmouth & Newport Railway. On that line's grouping into the Southern Railway it acquired the name *Freshwater*, a name it lost on return to mainland service upon nationalisation. Regarded by many as THE 'Hayling Billy', on account the many years it spent on display outside of Mengham's Hayling Billy public house. *Newington* was first preserved at Droxford on the disused Meon Valley line before its sale to Brickwoods Brewery and restored to Stroudley's 'Improved Engine Green' livery; actually a rather fetching shade of golden ochre! It is now preserved at the Isle of Wight Steam Railway, Havenstreet. http://www.iwsteamrailway.co.uk/

50 ***Whitechapel*** (1876) [32650]. This engine's career followed the more usual course for 'Brighton Terriers'. Built by the LB&SCR as Class A1 it was resplendent in full Stroudley livery with its name emblazoned on its tank sides. The Edwardian era saw its rebuilding to Class A1X by Locomotive Superintendent Douglas Earle Marsh, it lost its name while adopting that engineer's more sombre umber/brown colour scheme. With the exception of a period of service on the Southern Railway's Isle of Wight lines under the name *Fishbourne*, *Whitechapel* was a regular visitor to Hayling throughout its service to the LB&SCR, Southern and British Railways, including the final day of passenger services on Saturday 2 November 1963. Withdrawal following the 1963 closure of the line saw the engine saved for posterity by the London Borough of Sutton for display in a new Civic Centre that was never built. It assumed the name *Sutton* as 'Terrier' No 61, which originally bore that title, had already been scrapped. After many years at the Kent & East Sussex Railway it is now to be found at the Spa Valley Railway, Tunbridge Wells, Kent. http://www.spavalleyrailway.co.uk/

54 ***Waddon*** (1875) [32654]. Sold by the LB&SCR to the neighbouring South Eastern & Chatham Railway for use on their Isle of Sheppey Light Railway it lost its name in the process. Return to the Southern Railway saw the engine rebuilt with a Class A1X boiler but retaining its original A1 smokebox. It was used mainly on departmental service at locomotive works and engine sheds. It was withdrawn from service by British Railways in its near original appearance and donated to the people of Canada and restored to its original livery.

55 ***Stepney*** (1875) [32655]. Following the usual career path for 'Terriers', with service with the LB&SCR, Southern and British Railways, *Stepney* was a regular performer on the Hayling branch. Fame beckoned in 1960 when the engine was sold by British Railways to the fledgling Bluebell Railway in Sussex. It was their first locomotive and the first mainline engine to be sold direct to a preserved

railway. It was subsequently immortalised by *Thomas the Tank Engine* creator, the Reverend Wilbert Vere Awdrey, as *Stepney the Bluebell Engine* in his famous children's story books. It is now preserved at the Bluebell Railway, Sheffield Park, East Sussex.

62 ***Martello*** (1875) [32662]. A regular Hayling engine during its service with the LB&SCR, Southern and British Railways, It was one of the locomotives in service on the final day of public passenger trains on 2 November 1963. The engine was one of the three 'Terriers' sold to Billy Butlin for static display at his holiday camps. It is now based at the Bessingham Steam Museum, Norfolk. http://www.bressingham.co.uk/Default.aspx

70 ***Poplar*** (1872) [32670]. Sold by the LB&SCR to light railway entrepreneur Colonel HF Stephens for service on his Kent & East Sussex Light Railway and renamed *Bodiam*, a name it lost on the nationalisation of that line in 1948. It was one of the three 'Terriers' to work the Hayling branch on its final day of regular passenger services on Saturday 2 November 1963. Along with sister locomotive *Fenchurch* it was to No 70 that the honour fell the following day of hauling the final excursion train from Havant to Hayling and return. It is now preserved at the Kent & East Sussex Railway, Rolvenden, Kent. http://www.kesr.org.uk/

72 ***Fenchurch*** (1872) [32672]. Sold by the LB&SCR to its subsidiary the Newhaven Harbour Company it was absorbed back into the mainline stock of the Southern Railway at the 1923 grouping. Unusually it took the first vacant number in the 'Terrier' series, SR No B636, rather than the more obvious B672, which was also available. The oldest engine on British Railways at the time of its withdrawal, the engine became a regular performer in the later years of the Hayling branch and hauled the final excursion train in company with *Poplar*. *Fenchurch* was then sold direct from service to the Bluebell Railway, the last engine to travel there under its own steam. It is now preserved at the Bluebell Railway, Sheffield Park, East Sussex. http://www.bluebell-railway.co.uk/

78 ***Knowle*** (1880) [32678]. After the usual 'Terrier' career serving the LB&SCR and the early years of the Southern Railway, *Knowle* was transferred to the company's Isle of Wight system gaining the name *Bembridge*. It resumed its mainline duties a few years later and as a now unnamed engine was a frequent visitor to Hayling. It was withdrawn on closure and sold to Billy Butlin for display at his holiday camps. It is now preserved at the Kent & East Sussex Railway, Rolvenden, Kent. http://www.kesr.org.uk/

82 ***Boxhill*** (1880) [32682]. Early transfer to the LB&SCR's service fleet saw it working in locomotive works and engine sheds. *Boxhill* become the only 'Terrier'

to survive close to its original Class A1 condition. This led to its preservation in the final years of the Southern Railway and it subsequently became part of the national collection of railway artefacts. It was displayed at the national railway museums at Clapham, York and Shildon and is now preserved at the National Railway Museum, York. http://www.nrm.org.uk/.

This 'Terrier' model by DAPOL in 7mm Finescale is now in umber livery and has lost its name *Gipsyhill*.

This model of No 32640, *Brighton*, was built in the 1980s by Colin Hayward for Denis Tillman. It is in British Railways livery with the distinctive 1956 'Ferret and Dartboard' crest.

No 663, *Preston*, at East Southsea station in the early 1900s. Note the wooden number plate with painted numbers, which replaced the original brass number plate '63', when it was renumbered in 1901. Note how the bunker has been tightly packed with coal. *Richard Barton*

Len Nash made this 5 inch gauge steam model of *Boxhill*. It took him about ten years to build and it first ran at the Portsmouth Model Engineering Society's track at Bransbury Park, Portsmouth, in the mid 1970s. *Roger Nash*

No 46, *Newington*, now No 8, *Freshwater*, on the Isle of Wight Steam Railway

No 54, *Waddon*, at the Canadian National Railway Museum, Montreal, Canada. *C. Stephen Cheasley*

No 55, *Stepney*, outside Sheffield Park 1 May 2008. *Derek Hayward*

No 62, *Martello*, in LB&SCR umber livery at Sheffield Park on the Bluebell railway, November 2006. *Bluebellnutter*

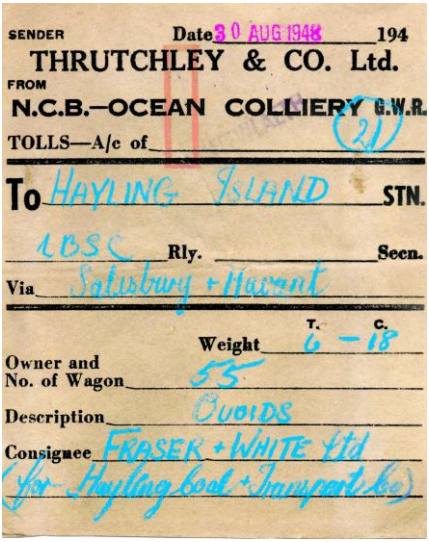
No 70, *Poplar*, now No 3, *Bodiam*, on the Kent & East Sussex Railway, *Michael Roots*

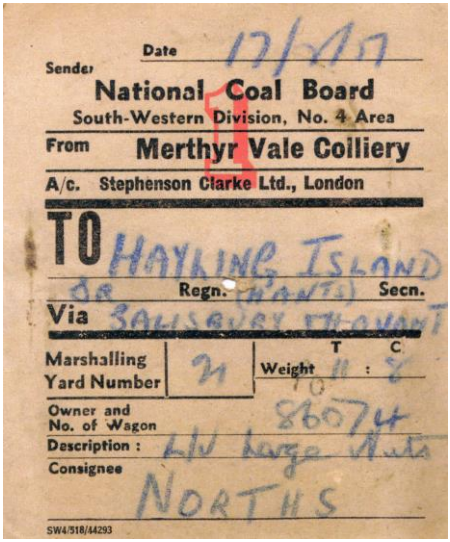
A 1980s view of 32636 formerly named *Fenchurch*, waiting to depart from Sheffield Park on the Bluebell Railway. Hauling a Southern Railway carriage to the design of Oliver Bulleid, and carrying the British Railways lined 'mixed traffic' black livery that it would have carried in November 1963 when it hauled the final passenger trains on the Hayling branch line. *Ian Edwards*

No 32678, formerly, *Knowle*, on the Kent and East Sussex Railway. The member of the crew on the left is Heidi Mowforth, who is based on the Bluebell Railway. *Bluebellnutter*

No 32650, *Whitechapel*, on the Kent & East Sussex Railway about to receive the single line working token. *Brian Smith*

No 32650 undergoing a re-build at the Spa Valley Railway, 2018.


SENDER
Date 30 AUG 1948 194
THRUTCHLEY & CO. Ltd.
FROM
N.C.B.—OCEAN COLLIERY G.W.R.
TOLLS—A/c of
To HAYLING ISLAND STN.
LBSC Rly. Secn.
Via Salisbury + Havant
Weight T. 6 C. 18
Owner and No. of Wagon 55
Description COALS
Consignee FRASER + WHITE Ltd
(for Hayling Coal + Transport Co)

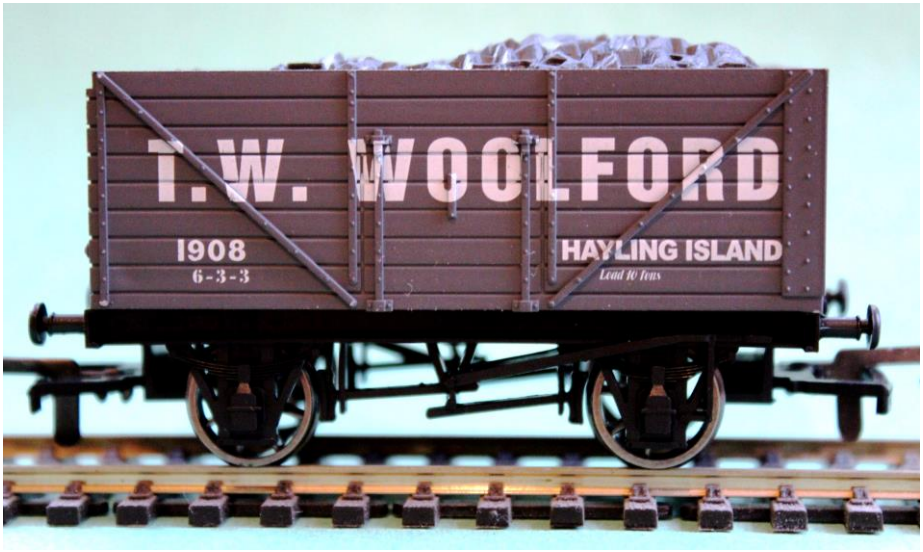

Date 17/11/47
Sender
National Coal Board
South-Western Division, No. 4 Area
From Merthyr Vale Colliery
A/c. Stephenson Clarke Ltd., London
TO HAYLING ISLAND
Regn. Secn.
Via SALISBURY HAVANT
Marshalling Yard Number 21
Weight T 11 C 2
Owner and No. of Wagon 86074
Description : LW Large Nuts
Consignee NORTHS
SW4/518/44293

A lot Hayling Island's coal came by rail from Welsh collieries via Salisbury and Havant as these wagon labels show. 25 years after amalgamation Ocean Colliery still thought it was the LBSC Rly. The Merthyr Vale Colliery was at Aberfan; it was coal waste from this pit that slid down and engulfed the local school on 21 October 1966 causing the deaths of 116 children and 28 adults.

A private owner's wagon from the Ocean colliery in Treharris south Wales.

There are several recordings in the goods inwards log book of loads of coal from Tredegar in south Wales. *Author*

A consignment note dated 1906 recorded a shipment from Apedale in Staffordshire on the North Staffordshire Railway to Hayling Island via Colwich and Kensington Junctions and the LNWR route. *Richard Barton*



Model of Tommy Woolford's 1908 private eight plank coal wagon. Tommy was a general contractor who was based in the Hayling station goods yard. He also owned the West Town Hotel. *Robert Carter*

'Terrier' 32655, *Stepney*, modelled in 7mm Fine Scale O Gauge by Tug Wilson. It was painted in BR Lined Black at the Brighton Works in December 1949 and carried this livery until 17 May 1960 when it was delivered in working order to the Bluebell Railway. During the following winter it was repainted in Stroudley colours as No 55 *Stepney*. *Rod Towler*

Off the Rails

In his book *Off the Rails,* Bill Bishop, a member of the breakdown gang at Fratton, records the following incident in the 1920s:

> My next call-out was on a Saturday afternoon. Once again many of the staff had gone home and I was one of the few men left in the Shed. The derailment was at Hayling Island and the call was received at 3.30 p.m. At that time, by climbing to the top of the yard water tank, it was possible to see into Fratton Park Football Ground and when Portsmouth were playing at home we had quite a good view! If, for any reason, staff were required back at the shed, someone gave several short blasts on the whistle of the loco yard shunter, which was usually one of the small Brighton 'Terriers'. In this case the 'Terrier' was the only locomotive allowed on the Hayling Island branch, so the yard shunter had to be coaled quickly whilst the football supporters were being rounded up!
>
> Our journey this time was far more leisurely than my first trip and after collecting the single line staff at Havant, we made our way to Hayling. [Not sure about this as the engine at Hayling should have had the staff. There must have been some emergency arrangement to enable it to run or the staff brought back by road.] On arrival we found that the regular engine had gone through the 'catch points' at the end of the station bay platform, finishing up with all its wheels in soft mud. As cranes were prohibited from the branch, all re-railing had to be done the hard way with jacks, packing materials and ramps. It was impossible to pull the engine out of the mud so we had to jack it up at all four corners and lay rails and sleepers underneath.
>
> After unloading our equipment, the vans were placed in the goods yard and our locomotive was put to use running the service trains. Although the weight on each jack was quite small, instead of lifting the locomotive, the packing disappeared into the mud! Many pieces were lost before we made a good base and they were never found again. After many hours work we managed to get the locomotive back on to the rails and as it was not damaged it was used to take our train back to the depot. While the locomotive was being prepared for the return journey, we made our way to the nearest inn for well earned refreshments.

It was often said the engines were always 'off the rails' but I can only remember this occurring twice. The first occasion was when the engine derailed on the points at the water column. The second time was when an axle was broken as a result of stones being placed on the line at the Hayling side of the bridge. The engine was coaxed back to Havant but unfortunately derailed at the end of the platform.

SOUTH HAYLING WAGON LABELS

Richard Barton

A number of wagon labels from 1889 to 1891 have recently come up for sale on Ebay, which throw an interesting light on incoming traffic, particularly coal. The majority of shipments were from collieries in and near the Erewash Valley between Nottingham and Derby, West Hallam, Cossall and Denby Hall, but the most numerous were from Booth Brothers of Eastwood. There was one consignment from Bestwood Colliery north of Nottingham, one from Langwith Colliery near Bolsover and one from Diglake Colliery in North Staffordshire.

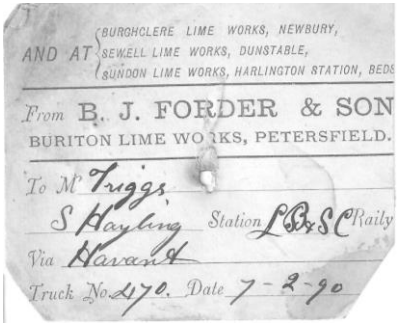
Several wagons were sent to Mr H R Trigg, who was the owner of the Hayling Island Gas Works, which was very close to the station and another wagon was for Mr Trotman, who was the Manager of the Royal Hotel. Some suppliers, such as Booth Brothers, were involved with the 'truck trade', whereby customers such as hotels or large houses could order individual wagon loads, though it is not known who was responsible for unloading the wagons. Could H R Trigg have acted as an agent? In the Kelly's Directory he is listed as a coal and coke merchant amongst various other trades or did the consigners of coal have their own agencies on the South Coast?

Coal consignments from the Denby Hall and Bestwood Collieries were addressed to Mr Mitchell, the Station Master at South Hayling and to Jas Roach, who was the Station Master at Havant at this time. The LB&SCR did have an annual contract for coal for use at the station.

There was one wagon of locomotive coal from Stephenson Clarke of Aberdare, which was consigned to a Mr W Stroudley! There was an engine shed at South Hayling until 1894. Four labels were sent from B J Forder of the Buriton Lime Works near Petersfield and addressed to Mr Trigg. These were probably for the Gas Works, as slaked lime was used to purify gas by modifying volatile sulphur compounds. A Great Eastern Railway label was from Silvertown in Essex: as there were a number of chemical works there it is possible the wagon could have been carrying carboys of sulphuric acid. This was used to convert ammonia given off in the gas making process to ammonium sulphate, which could be sold as a fertiliser.

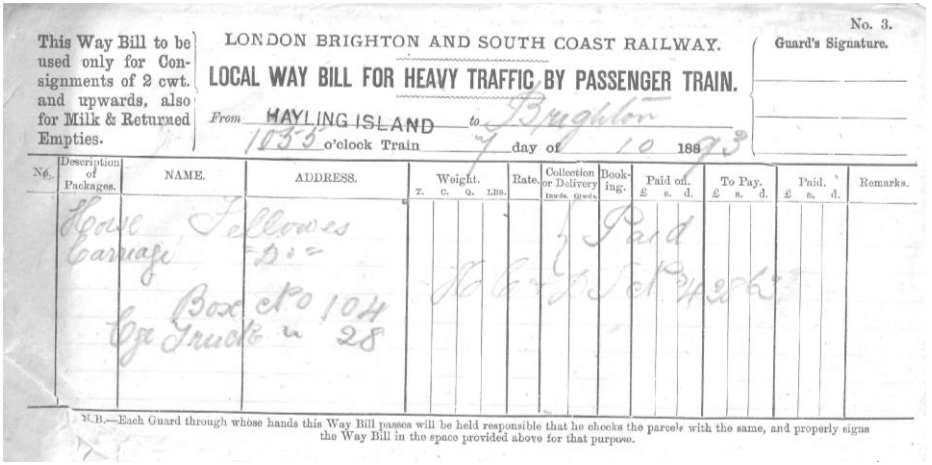
Not all the labels show a clear date, so it is not possible to assess the tonnage over the 1889 to 1891 period of the labels. The variety is extremely interesting, considering the very small population on the Island and the fact that the terminus possessed only one siding up until July 1890. The majority of the coal wagons

have five digit numbers, so were likely to have been Midland Railway rather than private owner wagons.


AND AT BURGHCLERE LIME WORKS, NEWBURY,
SEWELL LIME WORKS, DUNSTABLE,
SUNDON LIME WORKS, HARLINGTON STATION, BEDS
From B. J. FORDER & SON
BURITON LIME WORKS, PETERSFIELD.
To M. Triggs
S Hayling Station L.B.&S.C.Raily
Via Havant
Truck No. 470. Date 7-2-90

MIDLAND RAILWAY. M. F. 79
From LANGWITH Colliery.
Per Midland Route,
Via HENDON & BATTERSEA.
To South Hayling
London, Brighton, & South Coast Railway.
For Jas Roach
Date
Truck must be unloaded within 24 hours after
2s. per day will be charged for demurrage.

Some examples of wagon labels for consignments to South Hayling station.



No. 3.

This Way Bill to be used only for Consignments of 2 cwt. and upwards, also for Milk & Returned Empties.

LONDON BRIGHTON AND SOUTH COAST RAILWAY.

Guard's Signature.

LOCAL WAY BILL FOR HEAVY TRAFFIC BY PASSENGER TRAIN.

From HAYLING ISLAND to Brighton

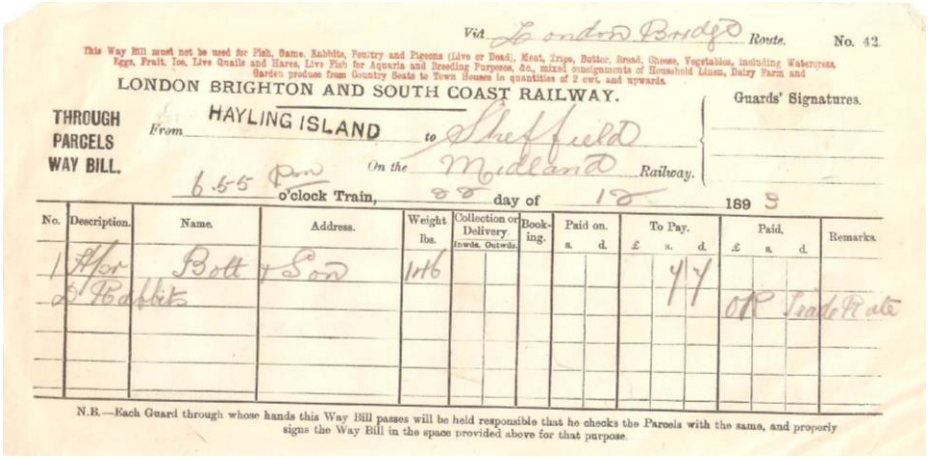
10.55 o'clock Train day of 10 1893

No.	Description of Packages.	NAME.	ADDRESS.	Weight. T. C. Q. LBS.	Rate.	Collection or Delivery Inwds. Outwds.	Booking.	Paid on. £ s. d.	To Pay. £ s. d.	Paid. £ s. d.	Remarks.
	Horse Carriage	J Sellowes Esq						Paid			
	Box No 104										
	Open Truck No 28										

N.B.—Each Guard through whose hands this Way Bill passes will be held responsible that he checks the parcels with the same, and properly signs the Way Bill in the space provided above for that purpose.

Parcels Waybills, where they survive, can provide an insight into parcels and small consignments handled by a station in days gone by. Often there is a frustrating lack of detail, the name of the sender for example, but two waybills from late 1893 are of particular interest. On 7 October 1893 a horse and carriage were sent to Brighton by the 10.55 train to Havant. The waybill details Horse Box No 104, a 14' 6" vehicle built in 1863 and an Open Carriage Truck (OCT) No 28 built in 1877. OCTs enabled a passenger to take their own road vehicle with them when they travelled.

The second waybill of 22 December 1893 is for a consignment of 146lbs of rabbits to Sheffield for 'Bott and Sons'. Were rabbits regularly consigned from Hayling Island? *Richard Barton*



Vid London Bridge Route. No. 42.

This Way Bill must not be used for Fish, Game, Rabbits, Poultry and Pigeons (Live or Dead), Meat, Tripe, Butter, Bread, Cheese, Vegetables, including Watercress, Eggs, Fruit, Ice, Live Quails and Hares, Live Fish for Aquaria and Breeding Purposes, &c., mixed consignments of Household Linen, Dairy Farm and Garden produce from Country Seats to Town Houses in quantities of 2 cwt. and upwards.

LONDON BRIGHTON AND SOUTH COAST RAILWAY.

Guards' Signatures.

THROUGH PARCELS WAY BILL.

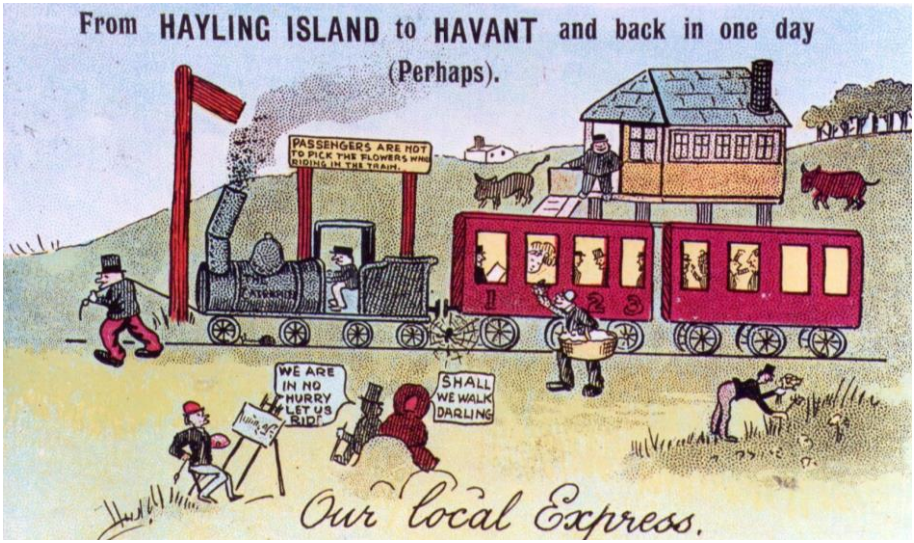
From HAYLING ISLAND to Sheffield

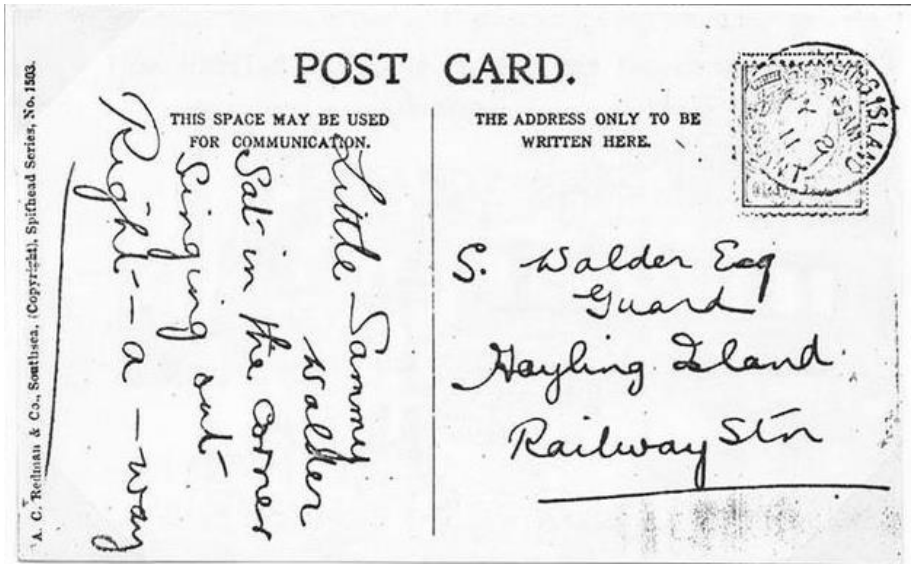
On the Midland Railway.

6.55 Pm o'clock Train, 22 day of 12 189 3

No.	Description.	Name.	Address.	Weight lbs.	Collection or Delivery Inwds. Outwds.	Booking.	Paid on. s. d.	To Pay. £ s. d.	Paid. £ s. d.	Remarks.
1	1 Hor	Bott & Son		1lb6				4/7		
	2 Rabbits								Owr Trade Rate	

N.B.—Each Guard through whose hands this Way Bill passes will be held responsible that he checks the Parcels with the same, and properly signs the Way Bill in the space provided above for that purpose.

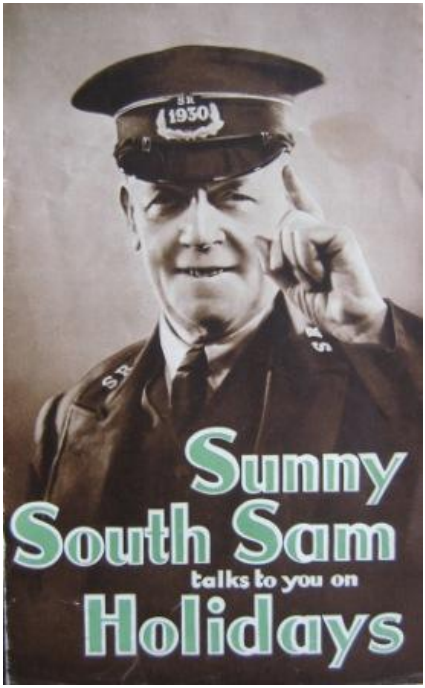

From HAYLING ISLAND to HAVANT and back in one day
(Perhaps).
PASSENGERS ARE NOT TO PICK THE FLOWERS WHILE RIDING IN THE TRAIN.
WE ARE IN NO HURRY LET US RIDE
SHALL WE WALK DARLING
Our local Express.



Comic postcard sent to Sam Walder in 1911 with the message*: Little Sammy Walder, Sat in the corner, Singing out, Right-a-Way.* (*Mike Hill).* Sam Walder was Roger Nash's grandfather and a guard on the Hayling branch from 1899 to 1934. He probably worked 250 days a year making some eight return journeys each day. If so he would have crossed the bridge 16 times a day – 4,000 times a year. This would have made a total of 140,000 times in his 35 years! *Roger Nash*

TRAIN GUARD'S 46 YEARS' SERVICE.

When the mid-day train from Hayling Island to Havant arrived at the latter station to-day, Guard Samuel Walder bade adieu to his colleagues. He has completed 46 years' service with the railway company. For nearly 36 years he has been a guard on the Hayling line, and was one of the pioneers of the "pay after you enter" system of train passenger transport, which now operates on the motor train services. Mr Walder, who is familiarly known as 'Sunny South Sam', was due to retire earlier in the year, but at the request of his employers he agreed to remain on guard until the summer season was over.



One of many of the 'Sunny South Sam' posters that depicted Samuel Walder.

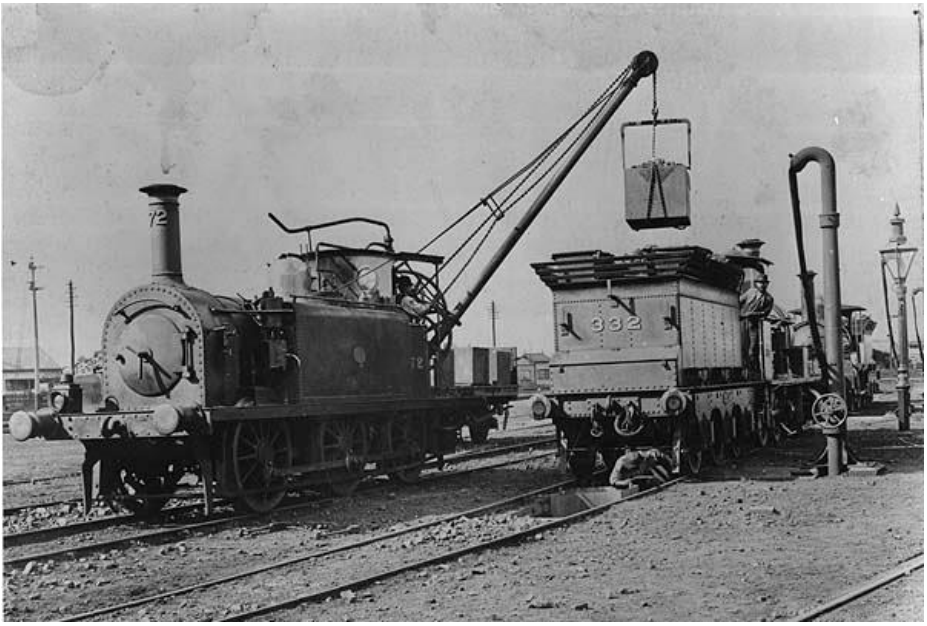
The 1900 goods shed at Hayling photographed in 1959. *Ross Shimmon*

After being used for some years as a store by Havant Council, the derelict goods shed was let at a peppercorn rent to the Hayling Island Amateur Dramatic Society who restored it to form the central section of the 144-seat HIADS Station Theatre. Its open day was held on 29 June 1996. *Author*

Albert Grout and Jack Dalton stand guard while the ghost of No. 32646 charges over the Langston crossing but no longer holds up the traffic. The seat was a golden wedding anniversary present from Mick Marsh to his wife, Joan, who was Jack's daughter. The pair of cottages were Grade II Listed and described as being: *Late 18th century. Weather-boarded walls, and tiled roof. Symmetrical front (west) of 2 storeys, and attic, 2 window, ½-hipped roof, 2 hips above the rear extension. Casements. Side entrances, within a small porch on the south side. Alan Bell/Author*

Although not owned by the railway, the cottages were built before the railway came, they were referred to as the 'Railway Cottages' and were at times occupied by railway employees. They were devastated by a fire which broke out on the night of 3/4 December 2018. *Ann Griffiths*

17 October 2015 saw the ‘unveiling’ by the Mayor of Havant, Councillor Leah Turner, of the restored up-home signal for Langstone Bridge, which was operated by lever No 2 in the bridge signal box. There was an up-distant signal situated further back towards North Hayling. On the Havant side of the bridge there was the down-home signal for the bridge and, on the same post, facing the opposite direction, there was the up-distant signal for Langstone station. The work, which took almost one year to complete following its removal in 2014, was managed by Ian Clark Restoration and carried out by S&T Cover Ltd of Eastleigh. It was paid for by a grant from the Heritage Lottery Fund and commissioned by the Hayling Billy Heritage Partnership Board (Hampshire County Council, Havant Borough Council and Hayling’s Best). Peter Drury, who led the project, is seen thanking all of those who were involved. *Author/Richard Barton/Peter Drury*



Class N67 locomotive, No 72, loading coal at the Hamilton Depot, Victoria, Australia. *Photograph reproduced by courtesy of the New South Wales Archives and Records, Australia.*

Eight locomotives were built by local Australian builders for the New South Wales Government Railways, Australia, to the LB&SCR's general arrangement and drawings, and entered traffic as the N67 class at about the same time as the A1X class in England. They were essentially identical engines, except for a simpler cab, larger bunker, larger sandboxes and other various detail differences. They became redundant from about 1890 after the introduction of larger and more powerful tank locomotives and many were fitted with small cranes in place of the bunker. In this form they were put to work as shunters and as 'coal grabs', which were small mobile coal loaders for refuelling larger locomotives at depots. Some saw service with other groups into the 1930s. They were less successful than their English cousins due to rather different operating conditions and all were scrapped before the start of the preservation era.

THE

ROYAL HOTEL

SOUTH HAYLING, HAYLING ISLAND
Commanding a magnificent Sea View.
Beautiful Beach and Sands.

N. COPPS, Manager

Fast trains from Victoria and London Bridge to South Hayling.
Omnibuses meet all trains.
Return Tickets from London and Stations more than 50 miles distant are available for 8 days.
Cheap Saturday and Monday tickets are issued from London Bridge, Victoria &c, to South Hayling.
Family tickets are available for one month are also issued from London Bridge, Victoria, Kensington &c.
Every Wednesday during the Summer a special cheap train leaves London Bridge, 6.50 a.m. Victoria 6.10 a.m. returning from South Hayling at 7 p.m. the same day.
Fares - 11s. 0d.; 7s 6d.; 5s. 0d.
Communication between Hayling Island and Southsea by the Ferry at Cumberland Fort.

The Royal Hotel took advantage of a good rail connection to promote its business Noah Copps is listed on the 1881 census as 'Hotel Keeper, aged 36'. *Ann Griffiths*

The Royal Hotel circa 1910. Their horse-drawn carriage and omnibus are on the forecourt. On 4 May 1944 Winston Churchill and General Eisenhower watched from here the rehearsal (named 'Exercise Fabius 2') for the D-Day landing on Gold Beach on 6 June 1944. *Alf Harris*

This advertisement for the Royal Hotel, which must have been produced between 1824, the opening of the bridge, and 1848, the arrival of the railway to Havant, gives an insight to the attractiveness of Hayling Island at that time

ROYAL HOTEL and FAMILY BOARDING HOUSE, HAYLING ISLAND,
(Connected with the Main Land by a Bridge,)
NEAR HAVANT, IN THE COUNTY OF HANTS, OPPOSITE THE ISLE OF WIGHT.

The above Hotel having been newly and handsomely furnished with every requisite necessary to such an Establishment, is now opened by Mr. Furner, who trusts by care, attention, and moderate charges to give satisfaction to such Families and Gentlemen as may honour him with a trial.

This new and much admired Watering Place, seventy miles from London, is situated on the Southern coast, between Portsmouth and Chichester, commanding a fine open sea, with delightful views of the Isle of Wight and Spithead, and good inland scenery. The beach and sands are of the best description, affording excellent opportunity for sea bathing, walking, and driving: in addition to which there are hot and cold baths erected. There is also a Public Library near the Hotel, supplied with the modern publications, &c. The roads are excellent, and the rides and drives in the neighbourhood good. In addition to sailing and fishing in the open sea, the spacious harbour Langston affords a good opportunity for those who are not disposed to avail themselves of the former. The distance from Hayling Island to Portsmouth and Southsea, by the Ferry at Cumberland Fort, is about three miles.

Abundance of wild fowl resort to Hayling Bay during winter, affording excellent sport. A pack of Harriers is kept at Hayling.—Excellent Water in all parts of the Island.

By the opening of the Southampton Railroad to Fareham, about thirteen miles distant, the journey may be accomplished in about four hours; or by Gosport, crossing the ferry at Cumberland Fort.

Conveyances are kept at the Hotel; and parties, by favouring Mr. Furner with a line on the subject, can be met either at Havant, to which place a Coach from London runs daily, from the Belle Sanvage, Ludgate Hill, and Bolt in Tun, Fleet Street; or at Cosham or Portsmouth, by the Portsmouth Coaches, from the same place, or the Fareham or Gosport Stations.* Families or Gentlemen may engage Apartments in the Hotel for any period, and have every provision required at a certain sum per head, by the week, or otherwise, as may be preferred.

Invalids unable to attend at the Bathing Rooms, can be accommodated in the Hotel with Warm, Cold, or Shower Baths.

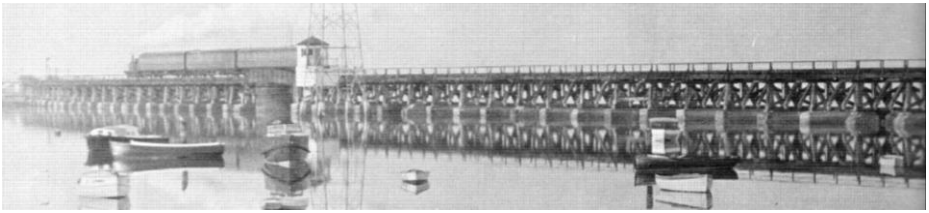
Mr. Furner will be happy to afford every information to parties wishing to engage residences in the Neighbourhood, of which there are several occasionally to Let, and among them are some detached, with good gardens, excellent stabling, and other accommodations, suitable for large or small Families.

Several plots of Land, forming most desirable sites for Marine Residences, are now to be disposed of: for particulars apply to Mr. Furner.

HAYLING is highly recommended by the Faculty, for either Summer or Winter Residence to Invalids, many of whom have already derived great benefit from the *purity* and *salubrity* of the air, and the absence of damp and *fog*.

N.B.—A New Edition of the Hayling Guide, with a Map and numerous Cuts, it nearly ready, and may be had at the Royal Victoria Library, Hayling; and R. Spencer's, Bookseller, 314, High Holborn, London.

• Arrangements are now making for a Coach to run in and out of the Island daily, to meet Passengers by the London Coaches and Gosport Train.



The bridge reflected in the calm waters. *Alan Bell*

April 2013. The train, signal box, electricity pylon and wooden trestle bridge have all gone but the remains of the swing bridge over the former Portsmouth to Arundel canal, the piers and memories remain. *Alan Bell*

NEWSPAPERS

Are delivered by first train every Morning by Special Messenger from

WHITE & CHIGNELL

Wholesale and Retail Stationers, &c., HAVANT

Send cash (8d. per week) in advance, for the time the paper is required, and punctual delivery is promised.

London Brighton and South Coast Railway

(THE DIRECT MID-SUSSEX ROUTE.)

CHEAP DAY EXCURSION

TO

HAYLING ISLAND

EVERY WEDNESDAY.

From LONDON BRIDGE 6.50 a.m.

From VICTORIA ... ... 6.40 a.m.

Calling at CLAPHAM JUNCTION 6.45 a.m.

RETURNING from South Hayling 7.0 p.m.

FARES THERE AND BACK:

First Class.	Second Class.	Third Class.
11/-	**7/6**	**5/-**

Children under Twelve Years of age, Half-price.

Passengers with Luggage charged Ordinary Fares. Tickets not Transferable; only available by the above Train, and on the date of issue.

The Victoria Tickets are available to return to London Bridge, and *vice versâ*.

London, Chichester & Joan, 1878. (By Order) **J. P. KNIGHT**, *General Manager.*

The arrival of the railways greatly facilitated the distribution of London newspapers to all parts of the country. And, as this 1878 excursion handbill shows, enabled many from inland places to have a day trip to the seaside.

Miles	Up	Mondays to Fridays																			Saturdays				
		am	am	am	am	am	am		pm	K pm	pm	pm	pm	pm	pm	pm	pm		am	am		am	am
—	Hayling Island .. dep	7 2	7 55	8 35	9 45	10 55	11 55	..	12 55	1 55	2 58	4 16	5	6 5	7 56	8 47	9 52	8 52	..	7 2	7 55	..	8 35	9 45
2	North Hayling	7 6	7 59	8 39	9 49	10 59	11 59	....	12 59	1 59	3 4	4 20	5 10	6 16	8 1	7 51	9 56	8 56	....	7 6	7 59	....	8 39	9 49
3½	Langston	7 11	8 4	8 44	9 54	11 4	12 4	..	1 4	2 4	3 10	4 25	5 15	6 6	8 5	8 0	9 19	1 ..	7 11	8 4	..	8 44	9 54
4½	Havant ..... arr	7 15	8 8	8 48	9 58	11 8	12 8	....	1 8	2 8	3 15	4 29	5 19	6 10	7 0	8 8	9 5	5	7 15	8 8	....	8 48	9 58

Up	Saturdays—*continued*																								
	am	am	am	am		pm	pm	pm	pm	pm	pm	pm	pm	pm		pm	pm	pm	pm	pm	pm	pm	pm	pm
Hayling Island .. dep	10 20	10 47	11 20	11 47	..	12 20	12 47	1 20	1 47	2 20	2 47	3 20	3 47	..	4 20	4 47	5 20	5 47	6 20	6 49	7 17	7 53	8 56
North Hayling	....	10 51	....	11 51	....	....	12 51	....	1 51	....	2 51	....	3 51	....	....	4 51	....	5 51	....	6 53	7 21	7 57	9 0
Langston	....	10 56	....	11 56	..	....	12 56	....	1 56	..	2 56	....	3 56	..	..	4 56	....	5 56	....	6 58	7 26	8 2	9 5
Havant ..... arr	10 30	11 0	11 30	12 0	....	12 30	1 0	1 30	2 0	2 30	3 0	3 30	4 0	....	4 30	5 0	5 30	6 0	6 30	7 2	7 30	8 6	9 9

Up	Sundays																								
	am	am	am		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm		pm	pm	pm	pm	pm	pm	pm	pm	pm
Hayling Island ... dep	10 47	11 20	11 47	..	12 20	12 47	1 20	1 47	2 20	2 47	3 20	3 47	4 20	4 47	..	5 20	5 47	6 20	6 47	7 20	7 47	8 20	8 36
North Hayling	10 51	....	11 51	....	....	12 51	....	1 51	....	2 51	....	3 51	....	4 51	....	....	5 51	....	5 51	....	7 51	8 24	....
Langston	10 56	..	11 56	..	....	12 56	..	1 56	..	2 56	..	3 56	..	4 56	..	..	5 56	..	6 56	..	7 56	8 29	..
Havant ..... arr	11 0	11 30	12 0	....	12 30	1 0	1 30	2 0	2 30	3 0	3 30	4 0	4 30	5 0	....	5 30	6 0	6 30	7 0	7 30	8 0	8 33	8 46

K Commences 8th July

1963 Hayling to Havant timetable. *Alan Bell*

A 1936 Leyland KPZ2 with Park Royal B20F body on the 47B Southdown service to the Hayling Island Golf Club House via Hayling station. A 'Terrier' takes on water behind. *Copyright Photograph from the Clark/Surfleet Collection, Southdown Enthusiasts Club*

Southdown Motor Services took over local services in 1926 and introduced these Leyland Cubs in 1936. In the background can be seen a 'Terrier' at the water-crane. *Alan Bell*

Following the opening of the new road bridge on 10 September 1956 double-deck buses could now run to Hayling Island thus increasing competition for the train. This bus is is a Leyland TD3 with a Short H26/24R body. It was fleet No. 971 and new in 1934. Note 'Southern Railway' above the booking hall. *Peter J Clark*

The new bridge

The original wooden road bridge to Hayling Island was opened as a toll bridge on 8 September 1824 and purchased by the LB&SCR in 1878.

Harry Oldfield and Francis (Nobby) Clark collecting tolls while forman Arthur Scutt looks on from behind the plaque commemorating the opening of the new bridge erected by Hampshire County Council.

In 1954 the weight restriction on the bridge was reduced from 6 tons 6 cwt to 5 tons. This resulted in only 13 passengers being allowed to remain on the bus, the remainder had to walk across in all weathers. After protests were made two Leyland Cub buses were provided to operate a short service over the bridge. Their seats were arranged horizontally (as in World War II 'Standee' buses) and to reduce their weight further, the rear indicator box and inside rear wheels were removed. *John Malloy/Alan Bell*

One of the two Leyland Cubs that were provided for the shuttle service. The other Cub, ECD 524, is at the Amberley Chalk Pits museum. The embankment for the new bridge can be seen under construction on the left.

SOUTHERN RAILWAY.
HAYLING BRIDGE TOLL.
8D
Receipt for one of the Eightpenny Tolls enumerated in the authorised List exhibited upon the Bridge premises.
FOR CONDITIONS SEE BACK
W 8652

Return toll for a motor car

Single toll for a private motor car

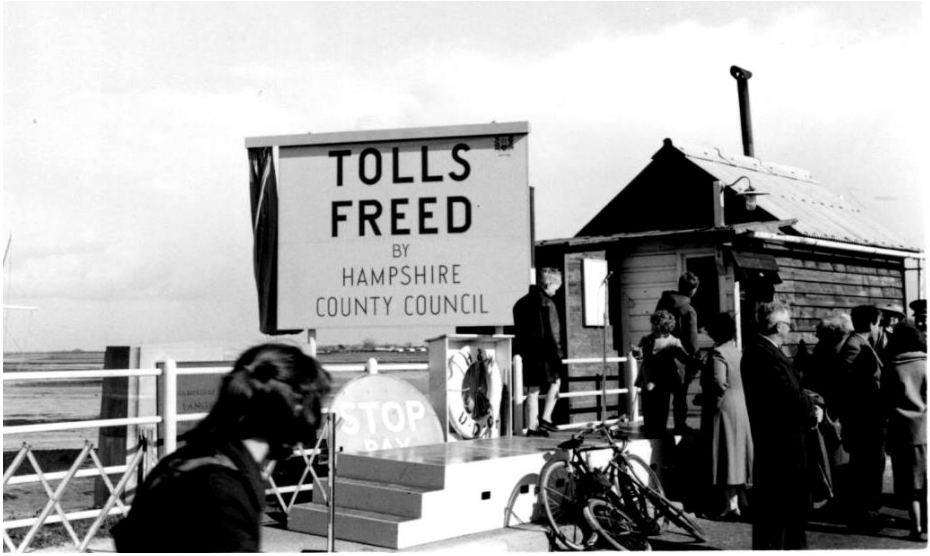
SOUTHERN RAILWAY.
HAYLING BRIDGE TOLL
½D
Receipt for one of the Half-penny Tolls enumerated in the authorised List exhibited upon the Bridge premises.
FOR CONDITIONS SEE BACK
L 9115

Single toll for a pedestrian

BRITISH RAILWAYS
THE RAILWAY EXECUTIVE
HAYLING BRIDGE TOLL
1D
Receipt for two of the HALF-PENNY TOLLS enumerated in the authorised List exhibited upon the Bridge premises.
AVAILABLE FOR RETURN JOURNEY
FOR CONDITIONS SEE BACK
56 9434

Return toll for a pedestrian

The LB&SCR, the Southern Railway and British Railways collected tolls on both the wooden and the later new concrete bridge until it was made ‘tolls freed on 11 April 1960. It was stipulated that the original tolls levied could be decreased but not increased and they never were.



11 April 1960, ‘Tolls Freed’ day. *Stuart Hales*

SOUTHERN RAILWAY

List of tolls to be paid each way on passing over Hayling Bridge

	s.	d.
For every:		
Person on foot, and if with a wheel barrow or such like carriage		½
Horse, mule, ass		2
carrying double		3
Bull, ox cow, steer or heifer or calf,		3
Sheep, lamb, boar, sow or pig		1
if a score or more, then the rate per score		10
Hearse with or without a corpse (drawn by 1or 2 horses)	2	0
if drawn by 3 or more horses	2	6
Coach, chariot, chaise, berlin landeau, phaeton or other carriage on springs, with 4 or 3 wheels and drawn by 4 horses or other beasts of draught	1	6
3 horses or other beasts of draught	1	3
2 horses etc.		9
1 horse etc.		6
Gig, whiskey, chair or other carriage hung on springs with 2 wheels drawn by not more than 2 horses or other beasts of draught		8
if drawn by 1 horse or other beast of draught		4
Wagon, timber carriage, wain, dray, truck or such like carriage drawn by 6 or more horses or other beasts of draught	1	6
5 horses etc.	1	3
4 horses etc.	1	0
3 horses etc.		10
2 horses etc.		9
Cart drawn by 4 horses or other beasts of draught	1	3
3 horses etc.	1	0
2 horses etc.		8
1 horse etc.		4
Traction engine weighing 2 tons or less		6
if over 2 tons or less		9
if over 4 tons		10
Trailer drawn by a traction engine or by a motor or steam lorry in addition to the charge for the traction engine		3
Motor or steam lorry or commercial motor vehicle weighing 2 tons or less		6
if over 2 tons but not exceeding 4 tons	1	0
if weighing over 4 tons	1	6
Private motor car		4
for every passing and repassing - return		8
Motor car (other than private motor car) plus for every cha-a-banc or other such vehicle used for conveying passengers if weighing 2 tons or less		9
if weighing over 2 tons but not exceeding 4 tons	1	0
If weighing over 4 tons	1	6
Cycle not constructed to be propelled by mechanical power		½
Motor cycle		2
Fore carriage, side carriage, trailer or vehicle attached to any cycle		1

December 1944 Eustace J. Missenden, General Manager

Havant and Hayling Railway

Articles, Books and DVDs

Branch Line Video. *Memories of the Hayling Island Branch*

George Reeve and Chris Hawkins. *Branch Lines of the Southern Railway* Volume One Wild Swan 1980 (out of print) ISBN 0 906867 01 0

Peter Paye. *The Hayling Railway* Oakwood Press 2013
ISBN 978 0 85361 730 3

Ralph Cousins. *A Brief History of the Railway in Havant*

Robin French. *The Hayling Railway*
http://www.haylingbilly50.co.uk/node/241

Ron Lamont. *The Hayling Railway Company and The Oyster Company* http://www.haylingbilly50.co.uk/node/109

Tom Middlemass. *Stroudley and his Terriers* Pendragon 1995
ISBN 1 899816 00 3

Vic Mitchell and Keith Smith. *Branch Line to Hayling* Middleton Press
ISBN 0 906520 12 6

Information on the branch is also to be found in many general railway books, magazines, videos or DVDs but further information can also be found at the Spring Arts and Heritage Centre in East Street, Havant, which has a special display on the Hayling branch.

The website www.haylingbillyheritage.org has a wealth of interesting information and reminiscences that have been collected from people who knew the railway or who had relatives who worked on it.

"The Hayling Billy in 14 foot" by Tom Bennett – 2012 (On display in Havant Museum)

Description of work

Having lived in this area since the mid-1950s the Hayling Billy line has always been a continuing presence for me. I rode on it a number of times when I was young and after the line shut explored the bridge and its surroundings as an art student. Later I would ride the line with my children on our bicycles or walk down it from Havant to Langstone.

To me the Hayling Billy meant going to the seaside. I remember the platform at Havant being thronged with excited families carrying all the paraphernalia needed for a good day out; buckets and spades, windbreaks and many bags of food and spare clothes etc. The little train would arrive consisting of one or two green carriages pulled by a small Terrier engine. We would all squeeze on board and then, after a short delay while the engine was moved to the other end, set off over the level Thecrossing in New Lane and down through the woodland to Langstone. The highlights of the trip would be crossing the bridge over to Hayling Island and then arriving at South Hayling station where everyone would alight and take the long walk down Staunton Avenue to the beach.

The iconic image of the Hayling Billy for me is seeing the silhouette of it crossing the bridge on a summer's evening against a dazzling sunset as I was being driven home over the road bridge. This was the main image I wanted when making this piece of work. That and the feeling of travelling to the seaside.

I started this piece by thinking of all the places and things that the railway line passed from Havant down to the sea at Hayling. There were many so it became a challenge to get all them into just 14 feet along a wall and with a train moving along it. The mechanics I solved with some experimentation, the final effect being helped tremendously by the addition of sound effects.

The passage of time was another important element of the work, as it needed to reflect the near hundred years of the railway line's existence. This I did by starting with the first of three Havant stations and ending with a cyclist on the Hayling Billy Trail. Between these I have incorporated many other features which more or less move chronologically from left to right including:-

• Havant station which is the first of three stations.

• A late Victorian mainline train behind fence.

• Horse drawn taxi from about 1880.

• Warehouses which were in Waterloo Road.

• The former Star public house just behind the taxi carriage.

• 1868 brake carriage in the station on the main line track.

• Shops and buildings in Havant including Streets the ironmongers, The Bear Hotel, Dissenters Chapel, St Faith's Church, Gazebo Garden, Lloyds Bank and Old Town Hall (now the Spring Arts and Heritage Centre).

• East Street going over the bridge to Warblington.

• Langston station with the spelling used by the rail company throughout the life of the line.

• The pair of weatherboard clad cottages, which still stands where the crossing was located.

• The gates in 1928, which were pushed open and shut by hand,

• The car park at the Ship Inn at Langstone which used to be the quay for the unloading of ships' cargoes including coal, fertiliser, and building materials. In particular shingle that was collected from the East Head area of Chichester Harbour in the sailing barge *Langstone.* My elderly neighbour Bob told me of how he rode on this boat as a boy and watched the men climb into the shallow water and shovel gravel on board.

• Langstone, whose windmill ceased operating before 1886.

• The strange boat in the foreground is the paddle steamer *Carrier,* which was designed to carry railway trucks to Brading in the Isle of Wight. It only operated from 1885 to 1888 including its use on one occasion to carry passengers during Queen Victoria's review of the fleet. See ticket in grass. She was not amused apparently because of the smoke it gave out. The decaying remains of the jetty structure can still be seen.

• Warblington Castle and church in the background.

• The swing bridge in the centre of the railway bridge. This was operated by hand to allow sailing vessels to pass between the harbours. The road bridge also had an opening section.

• Modern sailing boats around the North Hayling Marina.

• Train ticket on shore.

• Mill Rythe holiday camp entrance arch.

• Cyclist on the Hayling Billy Trail.

• Hayling oyster beds, which had its own sidings.

• North Hayling station which was often windswept in its exposed position.

• Cars queuing with all their seaside paraphernalia.

• Wartime concrete anti-landing blocks on shoreline.

• Ferry to Eastney, Portsmouth, carrying bikes.

• Hayling Island station, with goods shed behind, which is now the Hayling Island Station Theatre.

• Family walking down Staunton Avenue with buckets and spades.

• Grand terrace.

• Beachlands funfair.

• Bathers in the sea and sailboarder.

• I have also added other features including aircraft to depict time plus some rabbits!

Acknowledgements:

To Paul Bowden who designed and constructed all the sound components to such a good effect. Also to Bill Whiting for his assistance in making some components and information about the Terrier engines.

Hayling Light Railway

The Eastoke Corner terminus and locomotive shed/workshop.

Jack ready to depart with a school children special. Bob Haddock tells them about the railway.

Hayling Light Railway

Malcolm Harris

The Hayling Light Railway began life as the East Hayling Light Railway (EHLR), formed by Bob Haddock, a member of the society who in the mid-1980s attempted to reinstate the the 'Hayling Billy' line. Havant Borough Council had already decided to turn the disused railway line into a cycle-way and footpath which precluded any chance of rebuilding the line as standard gauge, the option preferred by the committee of the society. Some members, including Bob, decided to create their own railway elsewhere on Hayling Island and after numerous setbacks, a site was found within the Mill Rythe Holiday Camp where the EHLR was constructed and ran successfully for many years. Havant Council took the step of including a railway in their draft plan for Hayling's popular Pleasure Beach. Bob submitted a plan for a narrow gauge railway to meet the Council's criteria, but the council refused planning permission. After a campaign lasting over 12 years, permission to build the railway was granted, but only after the Council's decision was overturned by the Department of the Environment.

Following closure of the EHLR at Mill Rythe, work started in October 2001 on the building of Beachlands Station on land leased from the neighbouring Funland Amusement Park. Work continued through 2002 and into 2003 and the line finally opened to passengers on 5 July 2003, re-christened as 'The Hayling Seaside Railway'. As of 2006 there was a mile of track in place and it was planned to extend it to the ferry connecting the island with Portsmouth so providing a useful transport link. However this extension looks doubtful.

In the early part of 2015, after a lengthy period of campaigning to the local authority, work started on a new base at Eastoke Corner as our lease at Beachlands had run out. As of February 2018 the railway runs from Eastoke Corner and is now named 'The Hayling Light Railway'.

Following the retirement of Bob Haddock the railway is now owned by a trust.

Alan B (Blue Locomotive)

Locomotive *Alan B*, which joined the former East Hayling Light Railway at its base in Hayling's Mill Rythe holiday camp, is a much rebuilt four-wheeled, diesel mechanical, two-speed Simplex locomotive of 1937, constructed at the Motor Rail works in Bedford, which had a long working life at locations including the Surrey brick works at Wormley and Hambledon, of what was to ultimately become the Ibstock Company, who kindly donated the locomotive to the company, complete with paint and transfers to permit restoration to the company's blue and white livery.

Initially carrying the name *Ace*, while in service at the EHLR Mill Rythe, on transfer to the seafront it was renamed after EHLR founder member Alan Bensley, who sadly died from Motor Neurone Disease shortly after the opening of the new line. Nowadays the general rule for rolling stock naming is to give locomotives boy's names and carriages those of girls, in the style of a certain railway storybook. The humble industrial shunter's moment of glory came during the construction of the Hayling Seaside Railway in 2001/2, the gallant little workhorse hauled all of the line's construction trains single-handed. This was despite a well-intentioned but unsuccessful attempt at overhauling its chain-driven transmission having reduced it from four to two-wheel drive with a 2-2-0 wheel arrangement!

Although subsequently overhauled at Beachlands Works, during which the loco received an attractive all over dark blue colour scheme, with the aforementioned *Ace* nameplate given pride of place inside the locomotive's reconditioned cab.

Experience with other locomotives on the Light Railway has taught us that sadly in its existing form *Alan B*, with its oversized Lister diesel engine and somewhat harsh mechanical gear box, would never really be suitable for regular passenger haulage. With so little of the 1939 Simplex original surviving, in 2007 the opportunity was taken to salvage a more suitable German built Deutz air-cooled diesel engine and associated hydraulic pump and motors, from a 'cherry picker' discovered in a local scrap yard.

As workshop time has permitted, these components have been skilfully married by EHLR Society volunteers, to *Alan B*'s frames, wheels, gearbox and other main components, with the aim of producing a passenger locomotive similar in appearance to the popular *Edwin*, and as 'driver-friendly' as *Jack*. Trial runs in its new configuration during 2011 including appearances in somewhat incomplete form, at the Light Railway's popular 'Goods Train Galas', have been most encouraging. Hauling the line's collection of vintage industrial goods vehicles, the rebuilt locomotive has proven to be both powerful, responsive and a delight to drive.

To maintain a tangible link with the locomotive's humble yet noble past, both the *Alan B* and *Ace* nameplates have been put carefully into store, until the day when in the fullness of time this historic locomotive finally makes its triumphant entry into seaside passenger service. Although the subject of much discussion around the railway, no definite decision has yet been taken as to the livery in which it will ultimately be out-shopped!

Edwin (Yellow Locomotive)

The Hayling Light Railway's latest acquisition, a Ruston 'LB' 4 Wheel Diesel Hydraulic Locomotive built in 1967, arrived at Beachlands on Friday, 7 January 2005, after being transported from the Bodmin Depot of its former owners the South Western Tunnelling and Mining Company, by long-time friends of the railway, Rapid Response Haulage of Havant.

Initial thoughts as to a name for the machine, were for it to be called *Robert* after its owner, as *Robert the Ruston* did have something of a ring to it! Nevertheless, at the request of Bob's daughters, Annabel and Joanna, it was to be named *Edwin* after their brother.

Although its initial appearance could be best described as rough, the loco was in all important respects complete, and was soon making trial runs within the confines of Beachlands Yard. So work is soon well in hand to rebuild the locomotive to passenger hauling standards, including the fitting of air brakes and a new cab fabricated by EHLR Society and Leighton Buzzard Railway volunteer Neil Read.

The completed locomotive, resplendent in a fine coat of 'JCB yellow' paintwork, began trials at the Hayling Light Railway in 2007, and entered passenger service between Beachlands and Eastoke Corner a few weeks later.

Initial fears that the 'modern image' of *Edwin* would prove less popular with passengers than the 'steam outline' of *Jack* have proved to be unfounded. The locomotive has proved to be particularly popular with our younger travellers. While once the railway's volunteers got used to the handling characteristics of its 'hydrostatic gearbox', which are totally different to 'Jack', with its smooth hydraulic transmission. *Edwin*, has also become a firm favourite with the many of the line's drivers and train crew.

Jack (Red Locomotive)

Built in 1988 by Alan Keef Engineering of Ross-on-Wye, *Jack* is very much the pride of the fleet, and is the only locomotive to date to have hauled fare-paying passengers both at Mill Rythe and at Beachlands. At first glance the classic Victorian steam locomotive, complete with polished brass dome, pistons and shapely chimney, *Jack* hides a dark secret as within the space one would expect his firebox and water tubes to be, there lurks a humble diesel engine similar to that found in a Ford Transit. We gather this is an unusual feature for a locomotive of the 'Tyrone Class' such as *Jack*, which are more usually powered by a Perkins unit. Although when the locomotive was re-engined in 2010 the engine chosen was a compatible recycled Ford 'York' power plant, salvaged from road use.

The class gets its name and good looks from 3ft gauge 0-4-0 steam tank locomotive *Tyrone* built in 1904 by Peckett of Bristol for the British Aluminium Company at Larne in Northern Ireland, which after its years in industrial service worked on in Lord O'Neill's now defunct Shane's Castle Railway in County Antrim. It can now be found on the Giant's Causeway & Bushmills Railway in that same county, where photographs of the loco in service show it to have a very strong resemblance to 'Our Jack'; although mechanically very different indeed! The locomotive is named after Jack Haddock the late father of Bob Haddock. Jack was an artist of note and exhibitor at the Royal Academy, who at one time worked as an assistant to the great railway artist Terrence Cuneo, famous for his trademark mouse motif to be found hidden within every painting. A driver's favourite because of the smoothness of its hydrostatic transmission, *Jack* is also very popular with the many children (of all ages) who flock to Hayling Island to travel behind him every summer.

Sister locomotives are known to operate at the Cotswold Wildlife Park at Burford in Oxfordshire, who's locomotive No 4 *Bella* was ceremonially launched into service in 2007, while perhaps coincidentally a smaller but very similar Alan Keefe locomotive named *Boris*, can be found on the 12¼ inch gauge miniature railway in Bognor Regis. 'Jack's' closest relative though is probably the 2-foot gauge *James Gordon* on the Alford Valley Railway in Aberdeenshire, while a similar locomotive named *Sir Walter Raleigh* has replaced the small fleet of steam and vintage diesel locomotives, on the 18 inch gauge Bicton Woodlands Railway near Budleigh Salterton in Devon.

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New Locomotive – *Dave Scales* – Formerly *AK11*

Our new locomotive, *Dave Scales*, formerly *AK11*, was built by Alan Keef Ltd works number 11, in 1984. The locomotive was supplied to Thorpe Park Resort along with sister loco *AK12* to run the theme park's 'Treasure Island Railway' (TIR) in the 80s and 90s. After the closure of the 'TIR', *AK11* was kept at Thorpe Park Resort for use as a maintenance and rescue locomotive for the then newer railway 'Canada Creek Railway'.

With works underway for the theme park's brand-new rollercoaster codenamed, 'Project Exodus', Thorpe Park Resort has generously donated *AK11* to the Hayling Light Railway. We are so grateful for this opportunity and hope that this little engine can provide enjoyment for many more generations to come!

The engine has been named *Dave Scales* in memory of one of our unsung heroes. Dave was a former Police Officer turned volunteer railway man who took on a key role in creating the not-for-profit charitable trust, which now runs the railway. 2023 marked our 20th year of operation.

Dave Scales before restoration.

Bob Haddock chatting with the guard.

Previous Resident Locomotive

A Ruston & Hornsby 11/13 hp Class 4wDM Locomotive, *Alistair*, has an interesting history in preservation for such a diminutive machine. It was donated after a career in industrial service to the Ffestiniog Railway in Wales, along with a sister locomotive *Andrew*.

The pair were used on engineers' trains during construction of the Llyn Ystaddau deviation. This was reconnecting the historic line with the slate mining town of Blaenau Ffestiniog, following flooding of the original line by an artificial lake as part of a hydro-electric scheme.

Alistair then spent a short time at the Gartell Light Railway, built on part of the formation of the legendary Somerset & Dorset Joint Railway at Templecombe, Dorset. Then becoming locomotive number '4' in their Railway's fleet, which is a number that it retains in the Hayling Light Railway stock book to this day. Together with the appropriate British Railways style 'X' shed plate denoting its earlier allocation!

It was moved to the Statford Barn Railway in 2013,

The engine was then purchased on 1 May 1995 for service at the EHLR Mill Rythe by narrow gauge enthusiast Steve Carpenter, who subsequently sold it on to EHLR Society stalwart the late Vic Pullen in April 2002. After being sidelined for many years with engine problems, *Alistair* was eventually adapted by diesel engine specialists John Newberry and the late Arthur King, who after much hard work returned the historic locomotive to passenger service in 2005.

An amusing feature of *Alistair* in its new seaside career has been the fitting of a nautical style lifebelt to its cab. Vic Pullen's homage to the Alderney Railway in the Channel Islands, where the line's diesel locomotive was so fitted for working out onto the mile long breakwater at Braye Harbour! Sadly, both Vic and Arthur passed away not long after *Alistair*'s return to traffic, but the engine remained on the Hayling Light Railway as part of the line's vintage fleet, a fitting memorial to two fondly remembered gentlemen who are both sadly missed.

Vic, being something of a narrow-gauge railway historian, did a lot of research into *Alistair*'s past, and produced the following brief history of the engine for an earlier edition of this guide.

Description: Two-cylinder 4 stroke diesel engine, Type 2VTO. Weight 2½ tons. Length 86½ Width 39. (Water tank cooling). Completed 6 May 1940. Works No. 201970. Engine No. 200090. History: Lancashire Steel Corporation, Irlam Steel Works, Lancashire. Offered for sale 8 June 1949 and bought by Bierrum & Partners, Smallford Plant Depot, Hertfordshire. Donated to Ffestiniog Railway and, arrived 27 February 1968. Bought by Gartell Light Railway, Templecombe, May 1991. Restored and fitted with gearbox ex. 193984.

Past Guest Locomotives at the Hayling Light Railway

Steam locomotive *Peter Pan.*

Peter Pan is a 2 ft gauge Kerr Stuart Wren Class 0-4-0ST saddle tank steam locomotive who is named after the J.M. Barrie character of the same name.

It was built by the Kerr Stuart & Co Ltd under works No 4256 in 1922 for use on a construction project in Essex. It was to their standard Wren type design, the smallest locomotive in their catalogue and was intended for use as a contractors' locomotive. Nowadays the locomotive is privately owned and based at the Leighton Buzzard Narrow Gauge Railway but follows in its tradition of being frequently moved from site to site as necessary.

Jack Lane

Jack Lane is named after the original Hunslet works located at Jack Lane, Hunslet, Leeds the works was closed in 1995. She was completed in 2006 by the The Hunslet Engine Company, Lowfields Avenue, Leeds. The Hunslet Engine Company is now owned by L H Group Services in Staffordshire. As well as building and refurbishing locos of both standard and narrow gauge, Hunslet own the intellectual property rights to many loco builders, such as Andrew Barclay, Kerr Stuart, Greenwood and Batley, Avonside, and others. They can supply components for many of these older makes of locomotive.

10 May 2013. Bagnall 0-4-0 ST steam locomotive, *Wendy,* on one of its visits to the 2-foot gauge Hayling Light Railway.

W is for 'Wendy', this locomotive was built in 1919 by W.G.Bagnall of Stafford. Originally it was ordered by the Ministry of Munitions for the war effort but was completed too late, so was sold to the Votty and Bowydd slate quarry at Blaenau Ffestiniog. In 1930 it moved again to the Dorothea Slate Quarry where it received its name 'Wendy' after one of the quarry owner's daughters.

'Wendy' was preserved by the Hampshire Narrow Gauge Railway Trust and ran at number of railways in the South of England.

The Hampshire Narrow Gauge Railway Trust donated 'Wendy' to Statfold in 2020 after they announced the closure of the Trust.

Statfold are proud to be the new custodians of 'Wendy' and the other Hampshire Narrow Gauge Railway Trust locomotives & rolling stock. We will endeavour to look after these wonderful items to the best of our ability for years to come.

Jenny with a rake of hopper wagons.

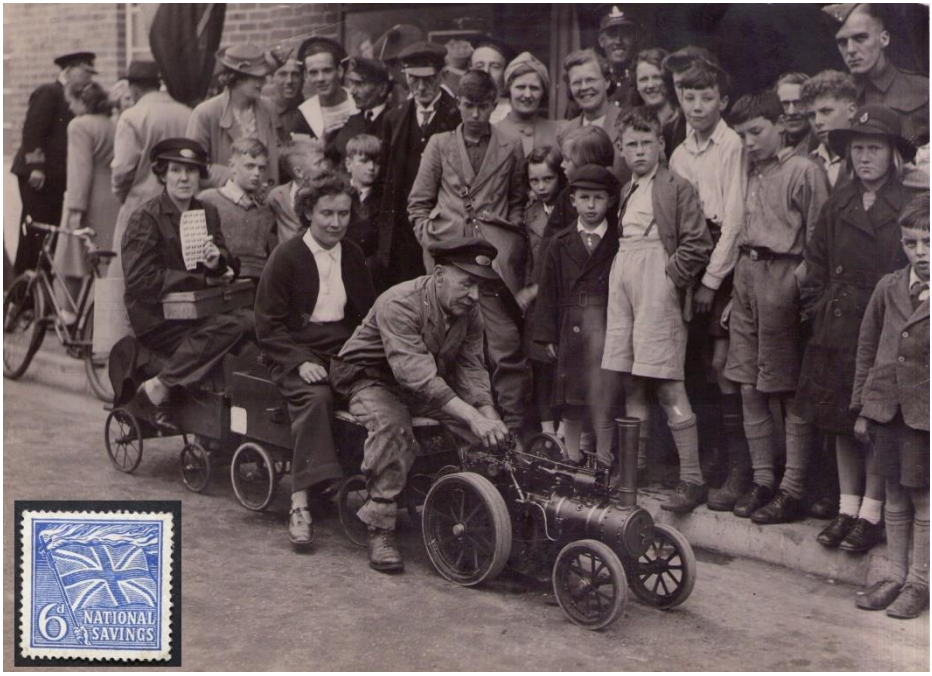
Hounslow

Emmett

0-4-0T built 2003 by Jim Haylock, although not possible to use on passenger trains, *Emmet* visited the Lynton & Barnstaple Railway throughout 2003/4. This loco is 6.5 tons and quite small at just 12ft long. The loco's frames and wheels come from an 0-4-0 diesel loco, constructed by O&K in about 1937 and used in Germany during WW2

Alan with an engineers' train. A kite surfer rides the waves in the background.

The original terminus and locomotive shed/workshop.



Dick Smart and his daughter, Evelyn, with his model traction engine on which he gave children rides along the seafront. Here he is at Havant station promoting National Savings in 1944. The boy in the front with a cap on is the compiler.

The earlier miniature railway.

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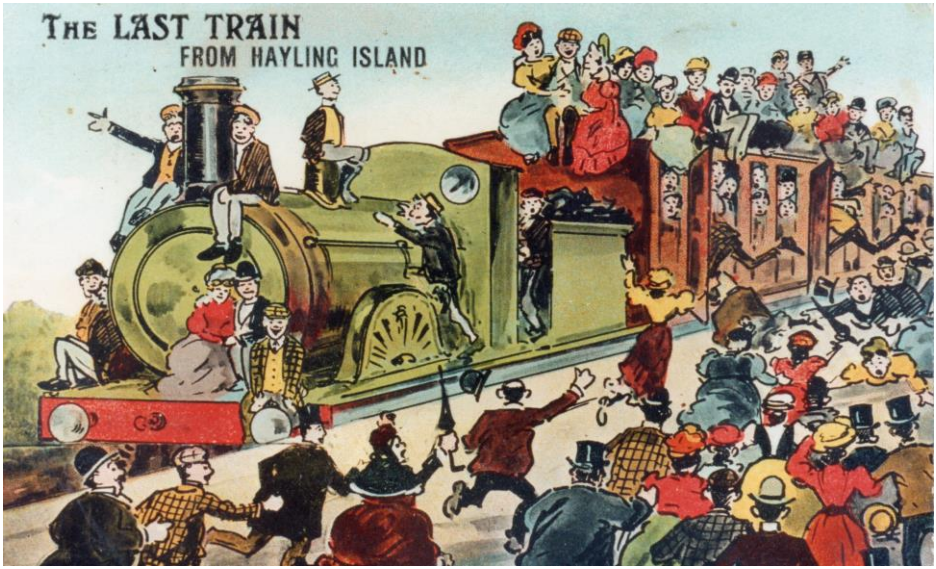
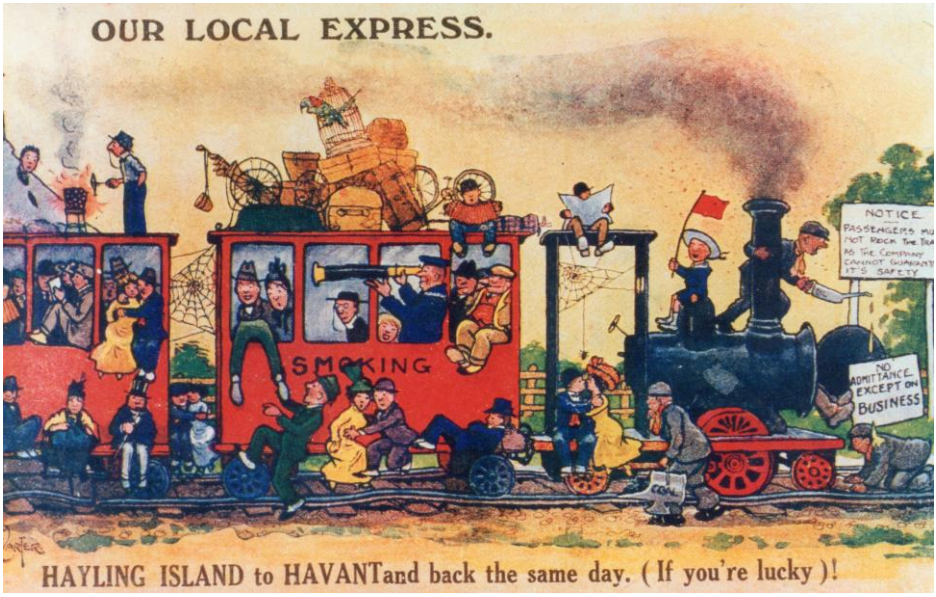


This 1910 comic postcard was some 53 years premature. *Alf Harris*


OUR LOCAL EXPRESS.
SMOKING
NOTICE
NO ADMITTANCE EXCEPT ON BUSINESS
HAYLING ISLAND to HAVANTand back the same day. (If you're lucky)!

Another comic post card of the early 1900s. *Alf Harris*